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MIDDLE DIVISION ELEVATOR.

The accompanying engraving is a picture of the Middle Division Elevator, located on the line of the Chicago & Grand Trunk Railway, at Harvey, Ill., where this road crosses the tracks of the Illinois Central Railroad some eight miles south of the Chicago city limits. The property is owned and operated by the well known firm of Rogers, Bacon & Co., J. Wilson being superintendent in charge.

The premises have recently been considerably remodeled to increase the working capacity. This has been done at a cost of some \$8,000. The plant may be briefly described as follows: The elevator is 65x40 feet on the ground and covers an area over all of 3,050 square feet. The building is a substantial frame structure, with iron-clad exterior and iron roof; the height is 109 feet to the top of the cupola. It contains eight bins, each 11x11 feet in size, of the usual cribbed construction of 2x4's and 2x6's, spiked. The bins are supported on heavy timber posts on the first floor, resting on stone basement piers. There is a stone foundation under the main structure. The storage capacity of plant is 30,000 bushels.

The stairs and rope-drive tower are between the bins, and are cut off on the first floor by two-inch planks. Two railroad tracks run into the building—one on the east and one on the west sides, for shipping and receiving. All cleaning machines are located on the first floor. The equipment comprises one Invincible and two Eureka Oat Clippers; three elevator legs, the boots and tanks being of iron, and located in the basement; two pairs of power shovels and line shafts; one car puller, one P. H. & F. M. Roots Company's Rotary Power Blower, No. 6 Cold Air Machine, and an Erie Engine of 20-horsepower capacity. On the bin floor are the chutes and spouts. On the first

floor of cupola are two scales and the weighman's office, which is steam-heated. On the second floor are two garnerers, and on the cupola floor are three elevator heads and line of shafting. All shafting is adjustable and has the regulation drip cups

vided by a brick wall into engine and boiler rooms. The engine room contains one Edw. P. Allis Reynolds-Corliss Engine, of 200-horsepower capacity, and one boiler feed pump. In the boiler room are two horizontal tubular boilers, of 80-horsepower capacity each. There are two metal smokestacks. Three dust collectors and one large water tank are located on the roof. There are cement floors in both rooms. The coal house is a one-story frame building, detached, standing three feet north of the boiler room.

The office building is a one-story frame building, standing thirty-six feet south of the elevator.

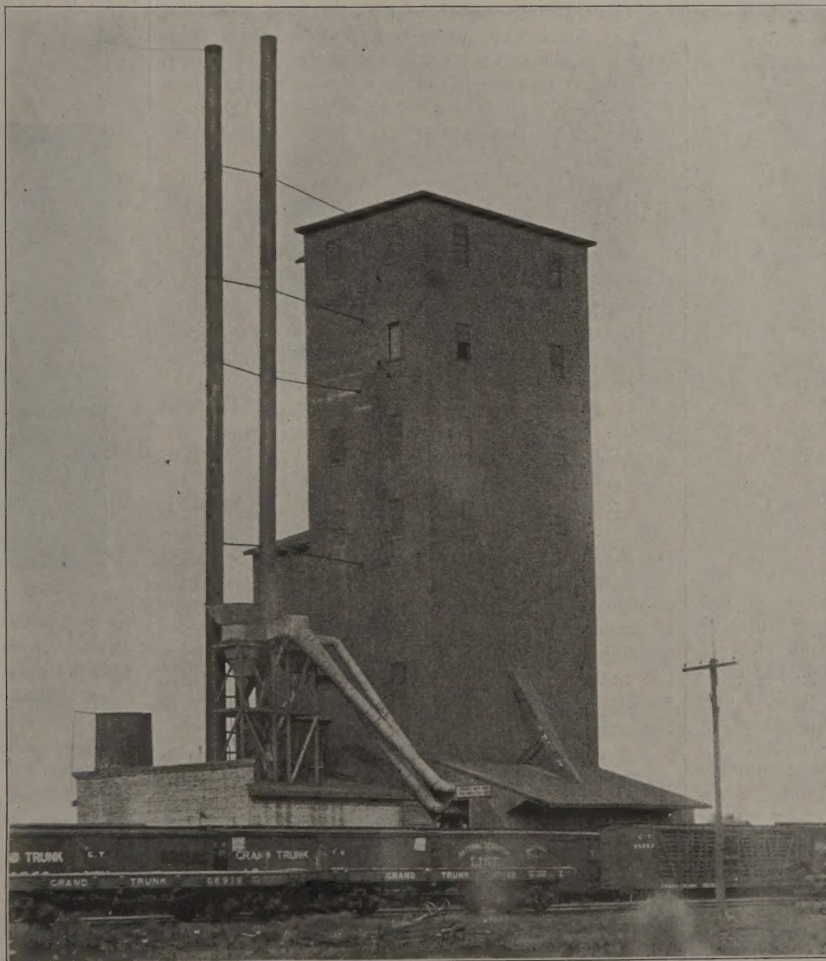
For fire protection the house is equipped with the Miller Chemical Extinguishers and a good supply of water barrels, fire pails and fire axes, which are well distributed throughout the buildings; also with approved Standard Oily-Waste Cans. All windows are screened with the regulation wire mesh. A watchman assumes charge of the plant during nights and Sundays. Water is furnished from the city mains and also by a well on the premises.

The lighting is furnished by lard oil lamps and the fuel is coal and refuse.

The large amount of improvement recently made on this elevator places it among the modern plants of its class.

Southwestern cattle feeders expect to use cottonseed meal and wheat as substitutes for corn during the coming winter.

Contracts were made by the quartermaster's department for supplying oats to the government at Tacoma, with G. A. Westgate, Albany, Ore., for 500 tons of Oregon gray oats at \$25.50 per ton; Tacoma Warehouse & Elevator Company, Tacoma, 480 tons of medium white oats, at \$26.75; P. J. Fransioli, Tacoma, 150 tons of Washington white oats, at \$28.75; W. W. Robinson, Seattle, 300 tons of Puget Sound oats at \$28.75.



ROGERS, BACON & CO.'S MIDDLE DIVISION ELEVATOR AT HARVEY, ILL.

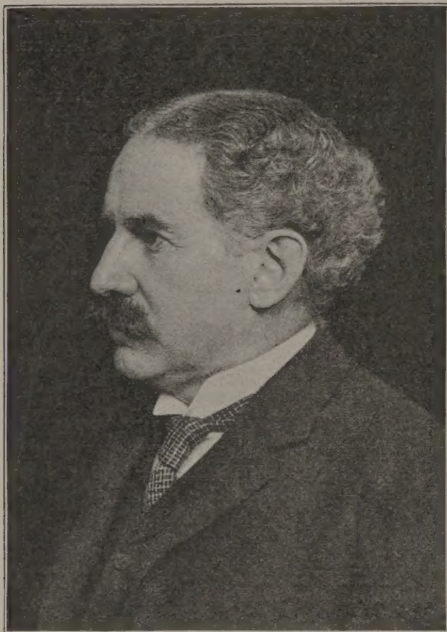
under all bearings. All dust from the cleaning machines is blown directly to the boiler fires through three Cyclone Dust Collectors, and is utilized for fuel. All floors are constructed of 1-inch planks—double layers on the first floor.

The power house is of brick construction and adjoins the main plant on the north. It is di-

L. W. BODMAN.

There is something back of or within every successful firm, to which its fortunate circumstances may be attributed. This something may be an influence, or an idea, or an impression of worth and integrity, which has grown up through years. Or, it may be a man. The latter case is true of the firm of Milmine, Bodman & Co. The "something" which has directed the course of this company to an established place among the reputable firms of the Chicago Board of Trade is L. W. Bodman, the subject of this sketch.

Mr. Bodman was born in the western part of Massachusetts in 1845. He came West in 1867 and received an excellent business training in Piatt County, Illinois, where, for eleven years, he had charge of a farm of 3,000 acres, and at the same time was engaged in the banking and grain busi-



L. W. BODMAN.

ness. Mr. Bodman says that whatever of success may have attended his efforts in later life is largely due to the broad and general training which as a young man he received at this time.

Leaving the West in 1879 he removed to Baltimore and took charge for five years of the business of Milmine, Bodman & Co., which had been established in 1861 at Chicago by E. C. Bodman and George Milmine. In January, 1884, he removed to Chicago and assumed entire charge of the company's business.

Mr. Bodman was a director of the Chicago Board of Trade from 1896 to 1899, and in January, 1899, ran for president, but was defeated by Mr. Warren. He has been for years a director of the Masonic Temple Association, but admits that he has very little pleasure in public life and much prefers to confine his attention to his own business.

Of the firm of Milmine, Bodman & Co., the business at New York consists of the forwarding and exporting of cash stuff, while in Chicago they are receivers and shippers and dealers in futures. On May 1, 1900, they moved into their present quarters at Nos. 5 and 7 Board of Trade, and added a department of stocks and bonds.

ANOTHER ELEVATOR AT SOUTH CHICAGO.

The Economist announces that the Pennsylvania Railroad Company is preparing to build a big grain elevator at South Chicago on the line of the Calumet Western Railroad, a new switching road that has entered South Chicago and unites the P., F. W. & C. and Panhandle tracks. An ordinance has been adopted vacating Muskegon Avenue between One Hundred and Fourteenth and One Hundred and Fifteenth streets and the South Chicago City Railway Company is expected to abandon the same

avenue, on which it now has a franchise. A slip will then be made to admit vessels of the largest size, at the head of which the elevator will be constructed.

MR. WOLVIN TURNED DOWN.

Notwithstanding it had invited bids for the construction of a fireproof 1,000,000-bushel elevator, the Montreal Harbor Board immediately thereafter considered proposals from A. B. Wolvin of Duluth, representing a syndicate, who made substantially the same offers as did the Connors crowd some months previously, who failed to make good their contract. The Wolvin plan was, in brief, to build grain elevators at Port Colbourne and at Montreal and to provide a fleet of canal steamers to haul the grain to the Montreal elevator.

This plan, in spite of the previous failure, so impressed the Board that it was referred to Hon. Jos. I. Tarte, minister of public works, by whose action the government had voted to the Board the money to build the elevator for which bids were asked. That official promptly "turned down" the proposition of Mr. Wolvin; and now the Board are distressed with the borrowed trouble that the elevator when built may not get any grain to elevate, in the absence of any particular carriers "plugging" for it and it alone.

Nevertheless, on September 4 the commissioners accepted the bid of J. A. Jamieson of Montreal for the erection of an elevator of 1,000,000 bushels' capacity for the sum of \$642,000. There were three other bidders. It will be erected at the inshore end of the basin now being made in Section 15 of the harbor, opposite the Montreal Custom House.

On the same day representatives of the Wolvin syndicate were at Quebec, where Mr. Smith explained the syndicate project as one embracing the erection of grain elevators at different points along the river front, and the placing of ten steamers, each of 3,000 tons, registered to carry grain from Duluth to Quebec for shipment on ocean steamers. He pointed out the facilities required for the purpose, and the Quebec gentlemen present promised to formulate their plans as soon as possible and communicate them to Captain Wolvin.

DISCRIMINATION BY THE LEHIGH.

The court has given Spencer Kellogg of Buffalo a judgment against the Lehigh Valley Railway Company for \$250, the amount of excess freight charged for carrying 50,000 bushels of grain from his warehouse in Buffalo to New York City.

This suit, as readers will remember, was brought by Mr. Kellogg to secure redress for alleged discrimination against him on the part of the railroad company. The Kellogg Elevator does not belong to the so-called "elevator pool," or Western Elevating Association, and Mr. Kellogg claims that the railroad companies have entered into an agreement with the Association to transport its grain to New York at a lower rate than they will grant to anyone operating or patronizing an elevator outside the pool. He has sought relief in both the federal and state courts, and the suits have attracted a good deal of attention among grain men and traffic men.

According to the evidence produced by the plaintiff in this action against the Lehigh Valley Railway Company, the railroads transport the grain of the Western Elevating Association from Buffalo to New York for two and three-fourths cents per bushel, including the elevating charges, but charged Mr. Kellogg three and one-fourth cents per bushel because he did not belong to the pool. The 50,000 bushels on which an overcharge is said to have been made were in the Kellogg Elevator at a time when the market was steadily falling and it was advisable to get it to the metropolis at once. The Lehigh Valley, the plaintiff alleged, refused to transport it at the rate paid by the Elevating Association, and rather than have the grain remain in his elevator while the market was falling, Mr. Kellogg paid the half-cent extra charge, doing so under protest, however. Then he brought

this action to recover the amount charged in excess of the rate made to the pool, alleging that the railroad company discriminated against him.

On the trial the plaintiff's attorneys produced evidence to show that such an overcharge was made, and also evidence to prove that the railroad companies were paying the Western Elevating Association half a cent per bushel for all grain elevated by it in Buffalo, and that the Lehigh Valley actually paid the pool half a cent per bushel for the 50,000 bushels shipped by Mr. Kellogg, in spite of the fact that he was not in the pool and that the pool had nothing whatever to do with the grain in question.

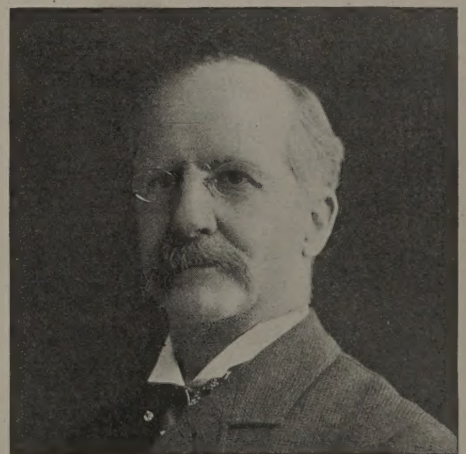
The defense of the railroad company was that the elevators in the Association were a part of its facilities for handling grain between Buffalo and New York, and that if Mr. Kellogg chose not to avail himself of these facilities the railroad company was perfectly justified in charging him more than was paid by persons who did take advantage of its facilities.

The court held that the Lehigh Valley discriminated against Mr. Kellogg, and entered a judgment against the defendant for \$250, the amount paid by Mr. Kellogg in excess of the rate made to the other elevators, together with interest and costs, amounting in all to a little over \$300. It is understood that the railroad company will appeal from this decision.

ROBERT McMILLAN.

The New Orleans grain inspection office is one of those which, fortunately for the market, has thus far been able to keep out of state politics and remain under the jurisdiction of the Board of Trade. One is not surprised, then, to know that Robert McMillan, chief inspector, has both risen from the ranks and has been connected with the office for many years.

Born in the city of Mobile, Ala., he has resided in New Orleans ever since 1862, barring an interval



ROBERT McMILLAN.

when he was taking part in the "late unpleasantness" between the states. At the close of the Civil War he was appointed assistant inspector of the New Orleans Produce Exchange, the predecessor of the New Orleans Board of Trade. He was annually reappointed until 1891, when he was made chief inspector as the reward of faithful and honest service, which had previously been recognized by twenty-one successive annual reappointments as assistant.

The New Orleans inspection has a world-wide reputation for efficiency, and even the continental buyers, who are not backward in coming forward with a kick, recognized its reliability; so that Mr. McMillan is fully entitled to his prestige as chief.

During the stevedores' strike in San Francisco and Port Costa over 100,000 tons of grain consigned to Europe have been tied up, the shippers being unable to put the grain on board vessels. The only benefit of the strike was to send some vessels to the Sound in search of cargos and reduce rates there somewhat.

CHICAGO'S ELEVATOR ORDINANCE.

The building ordinances of the city of Chicago contain (Section 147) the following regulations governing the erection of grain elevators within the city limits, as amended to May 13, 1901:

"Elevator buildings (which term shall be interpreted as including all buildings intended solely for the receipt, storage and delivery of grain in bulk) may be constructed with bin walls, both externally and internally, made entirely of wood; provided, such walls are made solid and without cellular open spaces within them. The external bin walls shall have a covering of brick or hollow tile, not less than twelve inches thick, which shall be united to the bin walls by anchors, in the construction and arrangement of which due allowance is made for the variations of shrinkage of the inclosing wall and of the wooden bin wall. If the weight of the bins is independently carried on a skeleton construction of timber, steel or iron, the first story walls shall be of brick, not less than twenty inches thick. If the outer walls of the outside bins and their facing are not carried on a skeleton construction, then the first story walls shall not be less than twenty-eight inches thick, or as much thicker as may be required to keep the load upon the brick work within the limits of stress elsewhere specified in this ordinance. The cupola or inclosure walls of elevator buildings shall be made of hollow tile not less than six inches thick; anchor the frame work as above specified.

"The outside openings in elevator buildings shall have protections of wire netting made of No. 14 wire, with meshes not over $\frac{1}{2} \times \frac{1}{2}$ inch.

"All openings in the body of first story of elevator buildings and the openings in the boiler and engine houses of the same and between these and the main building shall have iron doors."

THE SUCCESSORS TO GEO. A. SEAVERNS.

Geo. A. Seaverns, one of the oldest elevator men of Chicago, has retired from business, and on September 3 formally transferred his real estate elevator interests to the Seaverns Elevator Company, of which his son, Geo. A. Seaverns Jr., is secretary. The company is composed of a number of rich men, including John J. Bryant and J. Ogden Armour, and is capitalized at \$750,000. In the conduct of the elevator and grain business there will be three companies, to-wit, the Seaverns Elevator Company, with a capital stock of \$500,000; the Alton Elevator Company, with \$50,000 capital, and the Alton Grain Co., with \$200,000 capital. The first will operate the Seaverns private warehouses, the second will operate the Alton regular elevator and the Alton Grain Company will merchandise grain. Mr. Bryant will be president, while Mr. Armour will be represented in the directory by George E. Marcy, of the Armour Elevator Company. George A. Seaverns Jr. will be secretary of all the companies.

Mr. Seaverns Sr. has made an immense fortune in the grain business, and will go down to fame as the first elevator man in the West to clean and mix wheat on a large scale, an innovation which was the foundation of his great wealth. The Record-Herald says: "I found," said Mr. Seaverns, some time ago, in speaking of his early grain experiences, "that certain firms at the seaboard were buying wheat from me and rapidly making fortunes by cleaning and blending it into such grades as the exporters and other consumers wanted. I decided to make some of that money myself, and began to clean and mix and to sell wheat by sample, as the seaboard people had done. It proved a success." This innovation by Seaverns met with opposition. The Board of Trade antagonized him, and some of the newspapers were enlisted against him. It resulted, however, that all the elevator operators followed him, and those who did not finally abandoned the business to others. Mr. Seaverns was always a threatening figure in any corner. He was very successful in making contract grain to deliver to manipulators. He was styled an 'artist' by his competitors, and especially adept in selecting and blending grains to

meet the requirements of the inspection department. Many years ago, when Lyon was the leading manipulator of the Chicago market, Seaverns never failed to harass him at critical times by making and delivering contract wheat. Leiter had the same experience. The result was usually the same one—the Seaverns grain somehow or other always passing muster with the inspection department."

I. C. R. R. ELEVATOR AT ROOK'S CREEK.

The accompanying illustration is a picture of the new elevator recently built for the Illinois Central Railroad Company at Rook's Creek, a small station in Livingston County, some four miles west of Pontiac, Ill. It replaces an elevator on the same site that was burned last spring.

The main building is 24x62 feet on the ground and 36 feet high to the square, and has a capacity of about 40,000 bushels. All of the bins are self-cleaning. The storage commences about at the ground level, the grain being taken from the bins

CANADIAN NORTHERN ELEVATOR AT PORT ARTHUR, ONTARIO.

The elevator of the Canadian Northern Railway at Port Arthur, Ont., is located about half a mile out into the lake from the shore at the southwest end of the city. The storage capacity will be 1,250,000 bushels, with unloading capacity of 250 cars daily and loading capacity of 100,000 bushels per hour. The building will be of the semi-fireproof type, the structural parts being mainly of steel and concrete, all timbers and wood construction inside and out being clad with sheet steel.

The dimensions of the building, for which plans and specifications were made by J. A. Jamieson of Montreal, who is also the building contractor, are 100x250 feet and 175 high above the water line. The foundation, says the Railway and Shipping World, consists of 3,500 piles, driven in clusters of 12, 15 and 20 each. The piles are cut off $2\frac{1}{2}$ feet under water, and capped with hardwood grillage plank eight inches thick, which completely covers



ILLINOIS CENTRAL R. R. ELEVATOR AT ROOK'S CREEK, ILL.

to the elevator legs by means of a chain drag. The outside walls are sheathed with drop siding and painted the regulation Illinois Central color.

The engine room, which is built of brick with iron roof, is 12x14 feet on the ground and directly adjoins the main building, but it has no opening or passageway directly into it. There is a 12-horse power Charter Gasoline Engine, and power is transmitted to the elevator by a direct-connected shaft.

The machinery consists of two stands of 12x6-inch elevator legs and two dumps, one for each elevator leg. The power is connected to the legs by means of rope transmission, which is fitted with a friction clutch, so that the machinery may be thrown out of gear when not in use.

The elevator is operated by Rogers, Bacon & Co. of Chicago, and was designed and built by G. T. Burrell & Co. of the same place.

Minneapolis, of crop of 1900, handled 81,961,600 bushels of wheat, against 87,793,410 bushels of previous crop. Of this amount 10,146,970 bushels were shipped of crop of 1900, and 14,650,070 of previous crop. Other receipts, crop of 1900, were: Corn, 9,266,270 bushels; oats, 12,909,710 bushels; barley, 5,248,940 bushels; rye, 819,600 bushels; flax, 7,179,060 bushels. With the exception of wheat there was a marked gain in all lines.

the top of clusters. On this, concrete piers are carried to eight feet above the water level.

A heavy frame story, 24 feet in height, forms the work floor of the elevator, through which two railway tracks run. Ten cars of grain can be unloaded simultaneously by means of ten pairs of automatic car shovels. On this floor will be erected also the cleaning machinery, car puller and other special appliances. Below the work floor is an eight-foot basement, having a cement floor for the grain sinks.

Immediately above the working floor will be located the hopper bottoms of the bins, which will all be built on a patented fireproof system of steel bands and cement. They will be self-cleaning. Above the top of the hopper bottoms, the twenty-one bins are 70 feet in height. The majority of them will be 14 feet square, but a number will be subdivided to form smaller ones for the storage of small lots of grain.

The cupola will be the full length of the building, and 42 feet wide by 68 feet in height. It will have four stories. The grain from each leg will be discharged into either of two swing spouts, which will deliver it to the ten garnerers on the floor below, each capable of holding 84,000 pounds of grain.

The story below the garnerers will carry ten hopper scales of 84,000 pounds' capacity. Below the scale floor is the distributing floor, grain being distributed

to the various bins by revolving spouts of special design.

The machinery will be driven by rope transmission from a main shaft in the basement, connection being made by friction clutches. On the working floor there will be three lines of shaft, two to operate automatic car shovels, and one for operating cleaning machines. In the cupola there will be no long shafts, each of the elevating legs being driven direct from the main shaft in the basement by rope drive to large grooved pulleys at the head of the leg. This will avoid any undue friction of machinery by using short shafts only. All bearings will be of the ball and socket type, with ring oiling system to run on an average six months with one filling of oil.

The power plant will be located in a brick power house at the end of the elevator, 45x60 feet in size and 17 feet high. There will be 750-horsepower engine, three boilers, and one 1,000-gallon underwriters' fire pump; also one 35-horsepower automatic engine and electric generator of 25 kilowatts direct connected to shaft of engine. The chimney will be of brick and 170 feet high, with 4½-foot flue.

The whole exterior of the elevator will be covered with corrugated sheet steel, and all interior wood-work with crimped sheet steel. All floors will be of steel and concrete. On account of a large amount of dredging required before the foundations could be put in, work was late in getting started, but it is now being rushed with a view of getting the elevator ready to handle this season's crop.

ST. LAWRENCE MARINE INSURANCE.

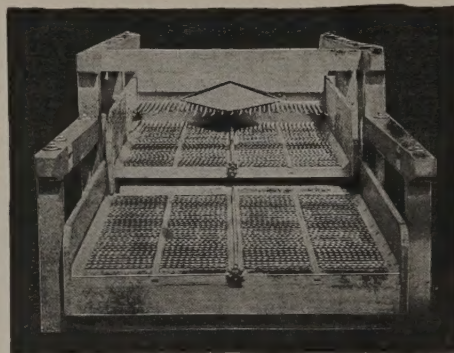
The withdrawal of the four ships of the Northwestern Steamship Company of Chicago from the direct trade between Chicago and Europe via the St. Lawrence route was stated to be due to the excessive marine insurance cost on both cargos and vessels taking that route. As late as August 25 a correspondent of the New York Sun from Quebec called attention to the fact that "the largely increased rates of marine insurance threaten to nip in the bud the ambitious schemes of Canadians for the employment of this northern route for the shipment of grain and cattle."

The difficulties of the route are such that the removal of its dangers is an almost superhuman

Race, the southeastern point of Newfoundland. It is estimated that hundreds of lives have been lost and \$20,000,000 worth of property destroyed on this coast during the last few years, while this season the frequency of disasters has been greater there than ever before. Five ocean steamships have been destroyed there this year."

THE "WESTERN" SHAKER CLEANER.

The accompanying cuts show a cleaner for corn, wheat and oats now being manufactured by the Union Iron Works, Decatur, Ill. They have enough of these machines already in use in the central



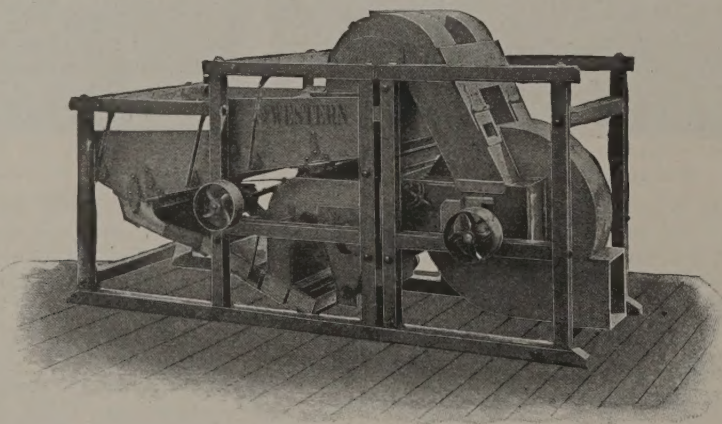
THE "WESTERN" SHAKER CLEANER—REAR VIEW.

states to demonstrate that it is a pronounced success.

These machines have large capacities and are designed especially for elevator use. It is a compact, strong and durable separator and cleaner, has duplex shake and well-balanced screens, so that it will not shake the building.

A dead air chamber is provided, wherein the light kernels drawn out by the fan are deposited and saved for feed. The screens are adjustable, one set serving for all kinds of work, because they can be quickly changed, even while the machine is running, from corn and cobs to oats or wheat. The screens cannot choke nor become filled up.

As the grain enters the machine it is met by the first or upper suction, which takes out the shucks, silks, etc. The spreader on which it now falls dis-



THE "WESTERN" SHAKER CLEANER.

task, or, at least, a most expensive one, since the dangerous coast extends as far from the Canadian shore as the southeast shore of Newfoundland—a coast not directly within the purview of Canada; and yet a boundary of the St. Lawrence route to Europe, and one which will have to be provided with warning signals by Canada if the route is to be considered a practical one.

"Experience has fully demonstrated that the greatest dangers attending the navigation of the St. Lawrence route are not those met in the gulf or the river from which the route is named," says the Sun, "but those others which await navigators passing in or out of the Gulf of St. Lawrence, either to the north or to the south of the island of Newfoundland. The government of the island has prepared a chart showing the number of wrecks that have taken place on and around Cape

tributes it evenly over the set of long fingers shown in the rear view. These allow the grain to fall through onto the screen, while the cobs are carried over ends of fingers.

From the screen the grain goes onto a fan, which carries it to a wire screen arranged at the bottom of fan leg, where the grain is subjected to another air current and the cleaning is completed. The fan is provided with slides and valves, so that the draft can be perfectly controlled.

The machine is made in six sizes, with capacities ranging from 350 to 2,000 bushels of corn and cobs, 600 to 3,500 bushels of oats, or 250 to 1,500 bushels of wheat.

The makers of this cleaner have the utmost confidence in this machine and its capacity to please customers. They will be glad to send descriptive circulars and all particulars desired on request.

[For the "American Elevator and Grain Trade."] OWNERSHIP OF WHEAT AS BETWEEN CONSIGNEE AND BANK.

BY J. L. ROSENBERGER, OF THE CHICAGO BAR.

A buyer of wheat had a conversation over the telephone with a firm engaged in the commission business at Minneapolis. The buyer stated that he had a car of wheat which he was filling, and that he would ship the same to the said firm, but must have money to pay for the grain, which he procured of the firm by means of a draft. Four days afterward, having finished loading the car, he shipped it consigned to the firm, receiving a bill of lading therefor in the usual form, with the exception that upon its face were the words, "Not negotiable unless delivery is to be made to the consignee or order." The next day after that he made a draft on the firm for \$1,000, attached the draft to the bill and presented the same to a local bank for discount, representing that he was the owner of the wheat described therein. The bank discounted the draft, paid the cash realized thereon to the said party, and sent the draft forward to Minneapolis for collection from the commission firm, which refused to pay it. Then the bank sued the said firm to recover for the carload of wheat, upon the claim that it was entitled to the possession of the same, of which it had been deprived by the firm (Bank of Litchfield against Elliott, 86 Northwestern Reporter, 454).

The trial court found, in substance, among other things, that in delivering the wheat to the railway company and receiving the bill of lading the shipper intended to deliver the wheat to the commission firm and that the railway company, until the delivery, held possession thereof as the agent of the said firm. And this view, the Supreme Court of Minnesota holds, the evidence reasonably tended to support. In ordinary cases of shipment to a consignee, the possession or retention of the bill of lading itself alone, the Supreme Court says, does not control the question of ownership, although in the absence of other proof it might be prima facie evidence of ownership and of the right of possession. Within common knowledge, carriers are in the habit of delivering property to consignees without the production of the bill of lading, and the presumptive evidence of ownership evidenced thereby is open to rebuttal by proof of adverse title. The real question after all is, who is the real owner of the property? In this case this question, the Supreme Court holds, depended upon the proof of the intent of the shipper, to be gathered from the facts above stated, existing at the time of the shipment.

Significance was given on the trial to the evidence tending to show that advances had been made upon the carload of wheat by the commission firm while it was being loaded, and hence that the shipment to the commission firm was practically a payment for the same by the latter. The Supreme Court thinks that such inference was reasonable.

It is undoubtedly true, as urged by counsel for the bank, the court goes on to say, that numerous business transactions are daily occurring where produce is shipped to factors as consignees who act as the agents of the consignor in the disposition of the property. In such cases bills of lading are delivered to the shipper and hypothecated to a large extent at banks, which receive them as collateral security and evidences of title to the property. While this custom is of some evidentiary value, it must also be remembered that banks have also in such transactions a very practical method of protecting themselves from fraud; for it is also a common business practice in such transactions to have the consignor ship the grain, or whatever else it is, to himself as consignee, which course indicates both ownership of the property and right to possession thereof in him, and would, it seems, better protect the party who may make advances upon bills of lading than the course adopted in this case, since the prima facie, as well as the real, ownership of the property would remain in the

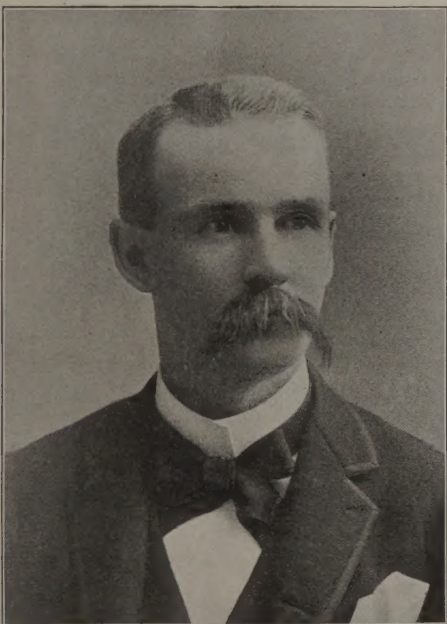
shipper. To this the court adds that the fact that the shipper did not resort to this course in this instance gave him, to put it mildly, an opportunity to take an undue advantage of the bank's confidence.

Wherefore, under the facts found as to the hypothecation of the bill of lading after the shipment, for the purpose of securing payment of the draft drawn and cashed in connection therewith, the Supreme Court holds that the bank which cashed the same acquired no right to the wheat described in the bill of lading.

C. E. BURNS.

C. E. Burns of Detroit is entitled to distinction as probably the largest carload buyer of beans in the state of Michigan. This crop is one of the most important in that state, representing a production of six to eight millions of dollars. Mr. Burns' purchases are repacked and sold by him under his own personal brands, which are so widely recognized by the trade as reliably standard that Mr. Burns is considered the Michigan headquarters for that most distinguished and toothsome legume.

Mr. Burns is a New Yorker, having been born on a farm in Genesee County in 1853. He entered



C. E. BURNS.

the grain business at Pavilion, N. Y., in 1880, and was afterward located at Leicester, N. Y. The New York field being too contracted to suit him, however, Mr. Burns removed to Michigan in 1888, locating at Howell, Livingston County, where he built a first-class elevator for handling both grain and beans. The business was well managed and prospered, other elevators being built and leased at different points, through which he handled wheat, rye, oats and beans for through shipment, his purchases being made from both the farmers and other dealers in carload lots. In 1899 the Detroit office was established as a necessity of the business, and although since going to that city he has greatly enlarged his trade and has found favor with his colleagues on the Detroit Board of Trade, of which he is now a director, Mr. Burns is still a country elevator man, whose experience of many years has put him in a position to appreciate all the troubles and difficulties the country shippers have to contend with. These same years of experience have also put him in close touch with the East and the requirements of buyers there, so that he is able to give that trade the very best service, whether handling oats, rye and beans direct from country points or through the Detroit Board of Trade.

The Canada Atlantic Railway has been suffering from car thieves. The grain has been removed through holes bored in the car bottoms by boys, who carried away their plunder in bags.

THE PHILLIPS COMPANY.

The announcement of the suspension on August 1 of the Geo. H. Phillips Company was followed on August 15 by an application for a receiver to prevent an action of involuntary bankruptcy. The Chicago Title & Trust Co. was appointed, and W. K. Sackett was directed to conduct the business under the receiver. The liabilities of the company were announced as \$225,000, with estimated assets of \$210,000.

The work of the receiver has been to adjust the accounts of the company. The statement of the late "corn deal" demanded by customers was presented by Mr. Phillips to the Board of Trade directors and by the committee of that body pronounced sufficient. It showed settlements with certain members of the blind pool at a higher figure than was warranted by the actual profits. These overpayments were in part invoiced as assets.

The adjustment of liabilities has been on the basis of stock in the Geo. H. Phillips Grain Company, incorporated on August 31 with \$500,000 capital. It is expected the company will begin business within a few days.

TYPE SAMPLES FOR CHICAGO.

The Illinois Railroad and Warehouse Commission has made an innovation in the inspection department by deciding to establish a series of type samples of cereals, which will be furnished shippers and grain dealers on application. A bureau for this purpose will be established at the Chicago Board of Trade, which will be in charge of a special officer. This step is in line with the practice in Canada and at all foreign markets of importance, and by affording a standard for comparison should go far to remove dissatisfaction with the inspection.

The Commission has further ordered that on the outgoing inspection a leeway of 1 per cent shall be given grain holders on account of the dust, dirt and foreign particles that accumulate while the cereals are in storage. The present standard for grains will remain in effect when inspection is made prior to delivery, but so long as the grain comes within 1 per cent of the grade in which it was entered it will be allowed to remain in that class.

NORTH DAKOTA GRAIN DEALERS.

A meeting was held of the North Dakota Grain Dealers' Association at Grand Forks on August 20. The following members of the Association were present: T. W. Millham, president, Ellendale; W. W. Remington, Grand Forks; Anton Jensen, McIntosh, Minn.; H. C. Kresse, Kindred; William McGlenn, Harvey; J. A. Dunn, Grafton; W. N. Larson, Grandin; M. Hillehoe, Warren, Minn.; Dwight M. Baldwin Jr., Minneapolis; M. H. Chapman, Jamestown; W. C. Helen, Valley City; H. L. Whithed, P. J. Cavanaugh, Grand Forks; Andrew Robbie, Cavalier; William Kelso, Hallock, Minn.; C. F. Johnson, Red Lake Falls, Minn.; Asa Sargent, Caledonia, Minn.; El. Van Houten, secretary, Fargo.

The proceedings were executive and had relation to the matter of prices to be paid for grain.

NO INSPECTION IN AT DULUTH.

The Northern Pacific Railroad Company has sent notice to its shippers that owing to insufficient track facilities at Duluth to permit grain consigned to that point to be held for inspection and orders for final disposition the option of delivery at other points at head of the lakes than Duluth is withdrawn except of grain consigned to West Superior for orders; if consigned to Duluth and reconsigned to other points a switching charge will be made. This order will, of course, result in all grain being consigned to West Superior for the inspection, the shipper having the option to deliver in Duluth without extra charge.

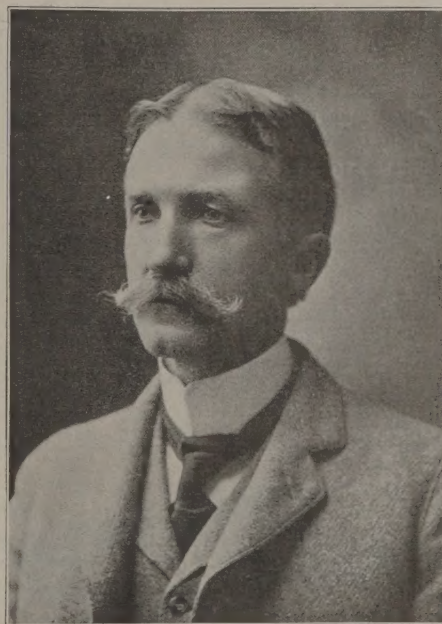
This has been the rule for years of the Eastern Minnesota, South Shore and Omaha roads.

W. H. REED.

W. H. Reed of Tacoma, who has just been re-appointed grain commissioner of the state of Washington, was originally appointed when the state grain inspection law was passed in 1895, and is now entering on his fourth successive term of office. His first appointment having been made by a Republican governor, without Mr. Reed's solicitation, he has been successively reappointed by the Democratic governor, also without solicitation. This tells the story as to how satisfactorily Mr. Reed has filled the office, which requires integrity, experience and absolute fairness.

Mr. Reed is a member of the firm of Reed & Co., the oldest grain commission house established in Tacoma, the other member of the firm being his father, Alexander Reed, who operated the first steam grain elevator in Toledo, Ohio, and at different periods was half owner of the Toledo Blade and Toledo Commercial and also twice postmaster.

W. H. Reed was born in Toledo. He entered the service of the Toledo Savings Bank & Trust Company as office boy on a salary of \$40 a month at the age of eighteen, and after passing through the stages of bookkeeper and teller became cashier of the bank before he was twenty-one years of age.



W. H. REED.

being the youngest bank cashier in the United States. At twenty-three he resigned his cashiership and went to Europe to travel. Returning from abroad, he located in Eastern Washington as an extensive wheat farmer, buying there some three thousand acres of land.

Though not a lawyer, he was twice chosen by the Washington farmers to represent them before the Interstate Commerce Commission to press complaints seeking a reduction of the freight rate on grain. In the first case, which was the first on excessive freight rates ever tried by the Interstate Commerce Commission, Judge B. L. Sharpstein was associated with Mr. Reed as attorney; in the second case, United States Senator Turner was his associate. In both cases a large reduction was ordered by the Commission. Mr. Reed also fought the Northern Pacific land grant in the state of Washington and had it reduced 133,000 acres, making this fight alone, and twice being asked by representatives of the railroad: "What will you take to quit?"

Mr. Reed believes that within the next ten years all the wheat and flour exported from the Pacific Coast will go to China and Japan. He estimates the yield of wheat for the state of Washington this season as 27,500,000 bushels, and of a quality which will average the best ever grown by the state. The barley crop, he says, is unusually good, and much of it will be shipped to eastern brewers and dealers.

[For the "American Elevator and Grain Trade."]
THE CHOKE AND ITS SEQUEL.

An article appearing in the July "Elevator and Grain Trade" relating to the firing of the plant of the L. G. Cameron Milling Company of Blooming Prairie, Minn., from a choked elevator leg, and the full page illustrated article in the August number, showing the various types of elevator heads, and graphically describing the dangerous features of each as to fire hazard, would indicate that the insurance adjuster who wrote the former and the insurance inspector who wrote the latter have had the scales removed from their eyes, and are at last able to comprehend the true cause of so many mysterious elevator fires, particularly in country plants. The overworked and sometimes "short" elevator agent may possibly escape the odium of too often being a suspected incendiary.

The writer was once a country elevator agent and though he did not burn his elevator to cover a shortage which sometimes existed, he did climb sixty feet to the cupola on three separate occasions to extinguish live fires in the elevator head, caused from choked legs in each instance. A frantic yell to the second man to stop the engine and a hurry-along with a pail of water was the order of things.

In this particular elevator, two legs were set side by side, and were encased in the same head. The discharge half of the head was divided by a partition extending back to the shaft, but the other half had a common head for both legs. When one leg choked and the friction of pulley and belt produced smoke, the other being in full motion brought the smoke to the working floor below, and the fire was thus detected.

At the two elevators, twenty and thirty miles, respectively, east, belonging to the same company, conditions were different. There was no second leg to bring down the tell-tale smoke, and when the legs choked, both the elevators burned to the ground. In one of them the second man discovered the choked leg from falling fire in it, and frantically lifted and tugged at the cups with his hands trying to start it. He received many blisters by so doing.

The writer was in a terminal elevator which, with its two annexes, had a capacity of 2,500,000 bushels, and all its great capacity well filled with wheat worth about 80 cents per bushel. The help, including the superintendent, were occupied in unloading and loading cars in the south end of the plant. A strong odor of burning rubber was brought to us on the slight northwest wind. A hurried rush was made to the north end, some two hundred feet distant, by the superintendent and some of the men, myself included, where we found the driving belt from the north leg standing still and the driving pulley in full motion. Volumes of smoke were issuing from the belt and the inside of the pulley was a glowing fire. The dust held in the rim had become ignited from the intense frictional heat and sparks were flying from it like a Fourth of July pin-wheel.

The line shaft in this plant was located on the main floor, about eight feet up, and between the up and down legs. The driving belt passed up the leg casing under the cup belt and over the head pulley. This of necessity caused the slippage at the driving pulley. If the construction had been like that of the country elevator, the fire would have been in the head and nothing could have saved the plant. As it was, if it had not been discovered when it was, or within one or two minutes thereafter, this great property could not have been saved, and the mysterious origin of the fire would, no doubt, have puzzled insurance experts to this time.

The companion leg saved the country elevator and the northwest breeze saved the terminal. But all legs are not in groups of two in country houses, and the wind is not always in the right direction at terminal plants.

In the ordinary modern country elevator, one man is the full force of help. He buys the grain, attends to the power, whether steam, gasoline, or

horse. He sells coal to the public; does the book-keeping; loads cars out; unloads the coal; and does various other things incident to operating the business. The elevator agent is much like the balance of well disposed humanity. When six o'clock comes he wants to wash the grime from his face and go to the bosom of his family. In order to do this he must elevate grain from the receiving pit while he buys other loads. He must go to the street to sample loads and he leaves his elevator in operation. He looks after his power with the grain going up to the bins, and has the elevator delivering grain to the shipping bin while he loads out cars. He sometimes (but not often, I hope) airs a bin of "off" grain while unloading a car of coal, but, of course, going often to see that the leg is all right. But also, sometimes, when his back is turned, the leg balks, then all is "off" with both elevator and agent. The elevator goes up in smoke, and the agent is a suspected incendiary.

Insurance companies should see to it that elevator owners keep some one on watch at the legs when in active work, or adopt some method or device that will prevent the legs from choking. By so doing it would soon be discovered that elevator agents do not often burn their houses to cover

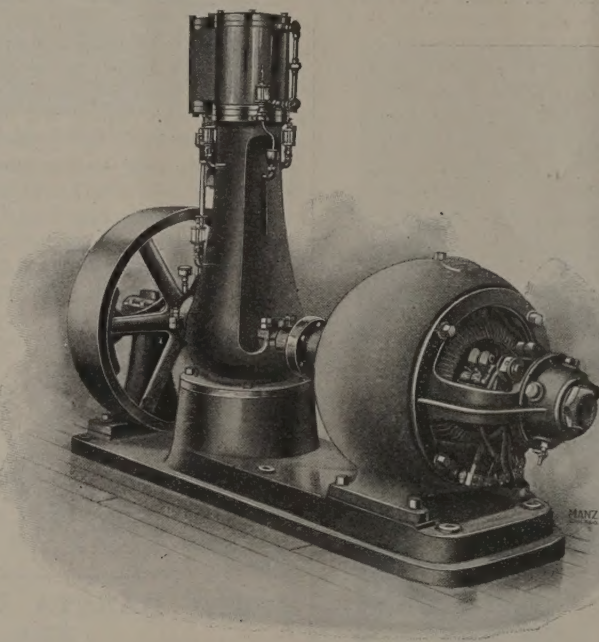
loss if the grain was subsequently burned or damaged.

THE RACINE AUTOMATIC ENGINE.

An electric lighting plant is now considered a part of the equipment of the modern grain elevator and an engine especially adapted for operating electrical apparatus is shown in the accompanying illustration.

The engine is high grade of the automatic piston valve type. It has expansion rings on both valve and piston to take up the wear as the surfaces of steam chest and cylinder wear down, thus making it very economical in the use of steam. All wearing parts are made adjustable to wear, and the engine has a substantial sub-base to the floor line with broad outbearing to the crank shaft. This insures perfect alignment and additional steadiness of motion.

The governor is of the rites pattern which permits of the best possible performance, and the manufacturers guarantee a regulation within one and one-half per cent from no load to full load. Although the engines are especially adapted for



THE RACINE AUTOMATIC ENGINE.

shortage; that coal burning locomotives are not so bad as pictured; that hot boxes are no great terror; and that spontaneous combustion in grain or dust rarely if ever occurs.

CENTRAL INDIANA DEALERS.

Twenty-six grain dealers, representing the counties of Howard, Tipton, Miami, Cass, Wabash and Grant, Indiana, held a meeting at Kokomo on August 14 and organized the Central Indiana Division of the Grain Dealers' National Association.

George C. Wood of Windfall was elected chairman and I. A. Adams of Bunker Hill secretary-treasurer pro tem. County chairmen, who, with the regular officers, constitute the governing board, were selected as follows: Howard, J. C. Deweese, West Middleton; Tipton, O. G. Carter, Goldsmith; Miami, J. M. Couch, Bennett's Switch; Cass, W. E. Hurd, Logansport; Wabash and Grant, to be filled.

General questions discussed were freight rates to Toledo and Chicago. These not being uniform on the various roads in the territory, there is an unfortunate equivalent difference in the prices paid for grain by dealers in a given neighborhood. The readjustment of these rates will be referred to the National Association.

The question of paying for grain burned on the farm that had been sold under contract but not delivered was also in evidence. It appears to have been the custom to consider the ownership as having passed to the dealers as soon as the contract of sale has been signed, the dealer standing the

operating electrical apparatus, both direct-connected and belted, yet they are equally well suited for other purposes, requiring uniform power, close regulation and extreme economy.

The manufacturers, the Racine Hardware Company of Racine, Wis., will be pleased to furnish catalogs and new prices to parties interested in engines of this type.

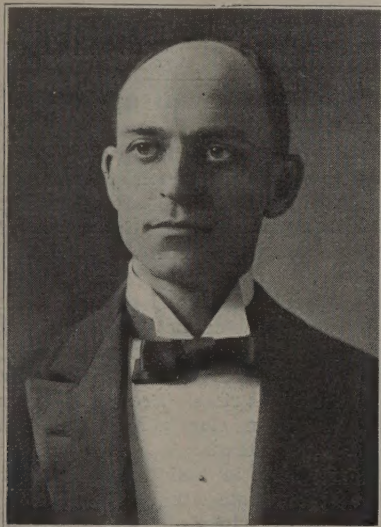
REYNOLDS GRAIN COMPANY OF PORT HURON.

The Reynolds Grain Company of Port Huron, Mich., suspended on August 14, and there is an alleged shortage of \$16,000 in its accounts. This company was organized by Chas. J. Reynolds of Memphis, Tenn., about a year ago, the company doing business through the elevator of the Botsford Elevator Company. Some weeks ago, as the local press explains, Mr. Reynolds notified the Botsford Elevator Company that the business was disappointing, and that his company wished to surrender the elevator lease. Secretary T. R. Wright is said to have then receipted for the grain in the elevator. Later on it appeared that the First National, Exchange and Commercial banks of Port Huron held claims for moneys advanced on warehouse receipts to the amount of \$16,000; and on their demanding the grain, it was discovered that there was no grain in the elevator. The parties in interest are now trying to solve the mystery of the disappearance and to locate the financial responsibility to the banks.

JOHN B. DAISH.

As chairman of the committee on legislation and as chief of counsel for the National Hay Association, John B. Daish, of the firm of S. S. Daish & Sons of Washington, D. C., has occupied a conspicuous place in the management of that Association during the past year. The most important single subject to be disposed of was the arbitrary and, to the trade, expensive change in the hay classification by the railways; and the petition to the Interstate Commerce Commission by the Association, as prepared by Mr. Daish and associates of counsel, is a strong as well as a fair and complete presentation of the hay men's claims for relief. It is still in the hands of the Commission.

Mr. Daish, besides being a lawyer, is a practical hay man, and is thus a man doubly valuable to the



JOHN B. DAISH.

Association. He was born in Michigan, is a graduate of Johns Hopkins University (1888) and of the law department of the Georgetown University, where he was one of the prize men.

CONSOLIDATION ON THE COAST.

Balfour, Guthrie & Co., wheat exporters of San Francisco, Portland and Tacoma, have incorporated the Interior Warehouse Company, with which has been incorporated the warehouse system of Aaron Kuhn of Colfax, Wash., the largest individual wheat buyer and warehouse proprietor in that State. The transfers to the new company for its stock by Mr. Kuhn include sixteen warehouses for wheat, located in Moscow, Idaho, Pullman, Guy, Riverside, Colfax, Mockenemo, Diamond, Lee's Siding, Endicott, Meeker, St. John, Sunset, Glenwood, Elberton, Wawawai and Granite Point, Wash. All the warehouses are on the Oregon Railway & Navigation Company's system except the last named, which is on the Northern Pacific nine miles south of Pullman. All the Washington houses are in Whitman county. The warehouse at Wawawai is, in reality, two houses connected with a tramway 9,000 feet in length, one warehouse being at the top of the bluff overlooking Snake River, 4,500 feet above the other warehouse, which is on the river bank and from which the grain is to be loaded on O. R. & N. steamboats. The Interior Warehouse Company will operate also the warehouses formerly owned by Balfour, Guthrie & Co., making forty-eight houses in Eastern Washington and Oregon under its control.

Mr. Kuhn's absorption into the new company practically puts an end to the individual warehouse business in the state of Washington, seven firms now controlling the entire exporting business of the so-called "Island Empire." Mr. Kuhn was one of the pioneer merchants of the Palouse country, having been engaged at merchandising in Colfax for the past eighteen years. Last year he handled about 1,200,000 bushels at his grain houses. Since becoming a part of the Interior Company he has closed out his merchandise interests at Colfax and

will represent the company in his old territory. Some of his old employes will remain with the new company.

A. M. Scott, who has been in charge of the business of Balfour, Guthrie & Co. at Oakesdale, will represent the new company in the Palouse as traveling manager, with headquarters at Colfax.

GRAIN DEALERS' NATIONAL ASSOCIATION.

Following is the program of the annual meeting of the Grain Dealers' National Association, to be held at Des Moines, Iowa, on Wednesday and Thursday, October 2 and 3, 1901:

WEDNESDAY, OCTOBER 2—9:00 A. M.

Welcome to state, Gov. Leslie M. Shaw.

Welcome to city, Mayor J. J. Hartenbower.

Welcome by the Des Moines Cereal Club, Capt. M. T. Russell.

Response for the East, E. L. Rogers, Philadelphia, Pa.

Response for the Southwest, Henry Lassen, El Reno, Okla.

Response for the Southeast, R. L. McKellar, Memphis, Tenn.

Response for the Northwest, J. L. McCaull, Minneapolis, Minn.

President's address, B. A. Lockwood, Des Moines, Iowa.

Secretary's report, Charles S. Clark, Chicago.

Treasurer's report, Charles S. Clark, Chicago.

Appointment of committee to audit treasurer's books.

Report of Executive Committee—The revised constitution and by-laws—Arthur R. Sawers, Chicago.

WEDNESDAY AFTERNOON.

Guests will be given a ride about the Capital City by the Des Moines Cereal Club.

WEDNESDAY EVENING—7:30 P. M.

"Proper Field of Work for the National Association," G. A. Stibbens, Red Oak, Iowa.

"Arbitration," Geo. A. Wells, Des Moines, Iowa.

"Trade Rules," C. A. Burks, Decatur, Ill.

THURSDAY MORNING—10 A. M.

"The Grain Trade of the Northwest," F. H. Peavey, Minneapolis.

"The Grain Trade's New Century Brotherhood," J. P. Harrison, Sherman, Texas.

"The Grain Merchant's Conquered Difficulties," Warren T. McCray, Kentland, Ind.

"Weighing Grain in Country and at Terminal Markets," L. Cortleyou, Muscotah, Kan.

"Coopering of Cars and Scale Inspection," H. A. Foss, Chicago.

THURSDAY AFTERNOON.

"Compilations of Crop Statistics," John R. Sage, director of Iowa Weather and Crop Service.

Report of Auditing Committee.

Election of officers.

Adjournment.

A special train (free to members) will leave Wells Street Depot, Chicago, at 8 a. m., October 1, over the Chicago & Northwestern Railroad, stopping at Cedar Rapids for dinner and arriving in Des Moines in time for supper. A train over the same road will leave Des Moines at 8 a. m., October 4, stopping at Carroll for dinner and arriving in Sioux City for supper. Returning the train will leave Sioux City at 7 a. m., October 5, stopping at Cedar Rapids for dinner and arriving in Chicago the same evening. All members who wish to go on these special trains should notify Charles S. Clark, secretary, 255 La Salle street, Chicago, Ill.

Zahm & Co. claim the first shipment of new clover seed to Toledo this season.

The British war office recently placed an order for 1,500 tons of Canadian oats, to go to South Africa.

The wheat jubilee at Wellington, Sumner County, Kan., will be held on September 24-28. The county in the twelve years, 1889-1900, inclusive, raised 38,384,518 bushels of wheat. The crop of 1901 is estimated at 7,509,860 bushels.

INSPECTION REFORMS IN MINNESOTA.

Chief Grain Inspector Marshall of Minneapolis has issued orders that hereafter all deputy inspectors of the Minneapolis branch of the state grain department must keep off the floor of the exchange. Heretofore the employes have been in the habit of appearing on 'change every morning; and it is claimed that "the wishes and judgment of grain owners were frequently reflected in the decision made by the former chief deputies. In many instances they have favored the grain dealers, perhaps against their own good judgment. They formed friendships on 'change, and sometimes would give their friends the benefit of a far-fetched doubt. No charges of dishonesty, so far as known, have been made."

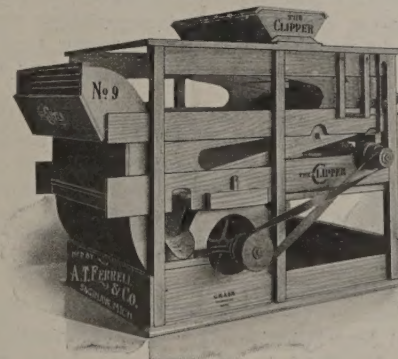
Another order has been made, directing that all car seals taken from the office by sealers must be accounted for. Heretofore everyone "helped himself" from the box and accounted for none. No illegitimate use of seals has been reported, but the facilities for sealing "doctored" cars of grain under the old system—or absence of system—were, of course, unlimited.

A NEW CLIPPER BEAN CLEANER.

A. T. Ferrell & Co. of Saginaw, Mich., have added to their well-known line of grain, seed and bean cleaners a new machine which they designate as the No. 9 Clipper Bean Cleaner.

The special feature of this cleaner is the rubber rolls for crushing dirt and clay lumps, so that they will pass through the sand screen. These rolls are specially vulcanized for the purpose, so that while they are hard enough to break the clods, they are too soft to split the beans. Being located between the scalping and grading screens, the rolls are not liable to injury.

Three screens, a scalper, grader and sand screen, operate together and successfully separate all splits, sand and dirt from the good beans. The strong, even blast from the double air drum then carries off all dead or buggy peas and beans. While, of course, not so good as hand-picked stock, the mak-



NEW CLIPPER BEAN CLEANER.

ers guarantee the resulting stock to be of a very high grade.

While this machine is manufactured specially for cleaning beans, its usefulness need by no means be limited to this purpose. Six changes of the blast are provided for, and with suitable screens it is admirably adapted for grain and seed cleaning. Its capacity on beans is 100 to 200 bushels per hour for the No. 9 size, shown in the accompanying cut.

A Minneapolis authority says: "If the wheat raising area of the Northwest was divided into three equal parts by two imaginary lines drawn east and west, these lines would make a fairly good division of the quality of the grain. The southern section is that in which the heat did the most damage in the way of shrunken grain. In the second section the grain will ordinarily grade a poor No. 1 northern or a good No. 2 northern. In the northern section the wheat is of the finest quality. But as a whole, the crop is the greatest one, all things considered, ever produced in the Northwest."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

LIKES IT, AND SAYS SO.

Editor American Elevator and Grain Trade:—I value your magazine very highly and have subscribed for it for many years. It gives me a great many valuable suggestions and I do not see how a man in the elevator business can very well operate his plant without the information contained in your magazine. I do not say this to flatter you in the slightest, but for anyone who is interested in machinery the cuts and explanations that you have are invaluable to them.

Yours truly, D. G. STEWART.
Pittsburg, Pa.

BETTER ACQUAINTANCE AND MORE CONFIDENCE NEEDED.

Editor American Elevator and Grain Trade:—I think one of the principal needs in the hay business is better acquaintance and closer friendship between competing dealers at home, and more confidence between shippers and receivers. This can only be brought about by fair, upright dealing or strict observance of the golden rule. I hope this will receive due attention at the next annual Hay Association convention.

I also hope to see hay restored to the sixth class in the near future and hope the coming convention will leave no stone unturned in bringing this about. The business has been fairly prosperous the last season.

Respectfully yours, W. S. CORBETT.
Spickler, Md.

SHOULD HAVE LIMITED POWERS.

Editor American Elevator and Grain Trade:—We have given the subject of a National Grain Dealers' Association so little study that we are not prepared to offer any opinion as to the scope of its powers and duties further than to say that we think they should be sharply defined and carefully limited.

We think it should not be a highly centralized organization, and that the state associations should sedulously refuse to very far surrender their individuality, and should retain largely their freedom of action.

In fact, while not positively opposing a National Association, we have some doubts of its necessity or advisability. While believing that in some cases its protests against injurious action, and demands for correction of abuses, might have more weight than those of single state associations, we think the action of the latter would be more speedy and their demands be granted much sooner.

We trust to the wisdom of the delegates to the National Association to make such organization as will be beneficial to the interests of the grain dealers.

Yours truly, BARNARD BROS.
Sloan, Iowa.

SCOPE OF THE NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—The scope of the National Grain Dealers' Association should be of national import in every respect.

First—It should have arrangements by which the inspection and weights of every grain market of importance of the United States should be carefully looked after by its own representative at so much per car, such expense to be paid by members pro rata.

Second—It should have arrangements by which the different state associations should be notified immediately of any commission house that is doing irregular trading or trading with scoop-shovelers, either directly or indirectly.

Third—It should use its power to have the inspections in the different markets of the United States more uniform. Grain that grades No. 2 in Philadelphia should grade No. 2 in Chicago.

Fourth—It should have an arbitration feature whereby, for instance, a member living in Buffalo, N. Y., having a grievance against a shipper in Illi-

nois that could not be settled by the two parties should be arbitrated and settled by paid representatives from the Association, expenses to be paid in full by parties having the difference to be arbitrated.

There are numerous other matters, such as interstate matters of railroads, etc., which might be taken up and handled by the National Association without clashing with the different state organizations. For these reasons principally I am much in favor of the National on its present footing.

Yours truly, E. R. ULRICH JR.
Springfield, Ill.

THE PARAMOUNT ISSUE.

Editor American Elevator and Grain Trade:—In my opinion the overshadowing question with the National Hay Association is the present unjust freight classification of hay. On January 1, 1901, Classification No. 20 went into effect by order of the official classification committee of the Traffic Association, thereby changing hay from sixth to fifth class. The effect of this was an increase in cost of transporting hay from points east of the Mississippi River to the seaboard of \$1 to \$2.50 per ton, according to territory, resulting in loss of business to every dealer, and in many instances demoralization and also the curtailment of production.

The unfairness of Classification 20 is apparent to everyone, and has even been admitted by some of those engaged in transportation. I have in my possession two freight bills, one for a car of oats, the other for a car of hay, both loaded by the same shipper, transported by the same line and delivered to the same point. The freight on car of oats is 33,000 pounds at 10½ cents per cwt., \$34.65; freight on car of hay, 21,190 pounds, at 24½ cents per cwt., \$51.92, showing that 33,000 pounds of oats were transported between the same points for \$17.27 less than 21,190 pounds of hay. This is only one instance of many, and it cannot be defended on the plea of the hay being a more bulky article, or because of the cost of handling, as the car of hay was handled more easily, and, being of less value than the grain, at less risk.

This is the paramount issue, and all other matters should wait in order that the entire energy of the National Hay Association may be exerted in this direction, and they need the allied help of every dealer that may be outside of the Association, and also the influence of the producers, in this effort.

Yours very respectfully,
CHARLES ENGLAND.

Baltimore, Md.

NATIONAL ASSOCIATION A NECESSITY.

Editor American Elevator and Grain Trade:—Relative to scope and duties of the National Grain Dealers' Association, we are scarcely well enough informed as to its present status and the work already undertaken to express an opinion or make suggestions. However, as a general proposition, it appears to us that the association idea cannot be too broadly applied, and that if local associations are desirable, a national association of the same relative powers and responsibilities is logically a necessity to the complete evolution of the principle. It should be in effect a confederation of individual associations, having for its object the pointing out to the units of better methods of business and to make known to the members sources of common danger which might be more clearly visible from the standpoint of the National Association.

The individual membership of the component state associations should render to the National Association the same degree of loyalty that they accord to their own organization. It also appears that the various state and other organizations should, by united action in convention, agree to enter the National, and it should be understood that membership in any association so uniting also implies membership in the National. The scope should be confined to matters truly national in character, such as the invocation of the interstate commerce law in matters referring to traffic where broad principles are involved, and which merely local organizations would not be justified in undertaking.

It would seem best to let the units attend to their own affairs just as far as possible and to limit the work of the national body rather than to load it with wide responsibility.

It appears to us that the National Association should be a sort of clearing-house of information on matters pertaining to the grain business. Its secretary should be supplied with lists of all members and should give attention to transportation matters in a general way. However, it would be well to keep down the number of officers and keep the expenses as low and the organization as simple as can possibly be made. Let these grow with the exigencies of the case.

The above are a few points that seem desirable in connection with the workings of a national association, and which, for all we know, may have already been fully elaborated by the National Association in its progress to the present time.

Yours truly,
W. O. BRACKETT & CO.
Sherman, Texas.

A FRUITFUL SOURCE OF ELEVATOR FIRES.

Editor American Elevator and Grain Trade:—My attention was specially called to articles published in the July and August numbers of the "American Elevator and Grain Trade" relative to the fact that one of the most prolific causes of the frequent destruction of grain elevators by fire is from choked legs.

My experience in operating elevators, which is not limited, coincides with the views expressed in the articles mentioned. There are no tenable grounds on which to base an argument why elevators should be extra hazardous risks. From what I can gather, I believe there is no class of structures operated by machinery or otherwise in which such extraordinary precautions, in building and operating, are taken to guard against fire as in the terminal elevator. Ironclad without, guarded by watchmen within, handling no combustible material, with no specially rapid moving machinery, with engine and boiler house built of solid masonry and frequently detached, there must be some abnormal cause for the frequent and destructive elevator fires. Possibly, like others, I had never given the matter more than a passing thought, and accepted mysterious, incendiary, lightning, spontaneous combustion, locomotive sparks, journal friction, etc., as probable.

But the query would intrude itself, why more than other structures should elevators be subject to such visitations? The elevator head is located in the most inaccessible part of the building, and is the natural receptacle of a more or less combustible accumulation.

The leg is liable to choke at any time when working, and there is no means, other than the constant and careful watching of each separate leg, to ascertain the fact of its being choked. It is little wonder that the rapidly revolving head pulley, carrying its great load of dead weight, should very soon generate sufficient friction heat between the pulley and belt to fire the cupola, in legs not provided with outside friction clutches. The clutches lessen the danger from the fact of their not being within the head, yet, notwithstanding, the great building often becomes a seething mass of flames, burns to the ground, and the cause of the fire may never be known.

Line or country elevators are practically counterparts of the terminals, being simply creations of lesser magnitude and different environments, with none of the modern appliances for protection against fire. The country elevator, as a rule, is isolated from other buildings, and its only real danger from fire is within.

It would appear from its isolated position and light machinery that the average country elevator should be about the same fire risk as a farmer's barn. Again comes up the treacherous leg, which, being always a rigid drive, and as the slippage must occur within the head, is a greater menace to the safety of the country elevator than to the modern terminal. The small elevator is usually operated by one man. In the rush of the season his duties often take him where he cannot watch, and in his

absence the leg may choke and the mischief is done.

Yours truly, DAVID C. JONES.
Duluth, Minn.

POSSIBLE ASSOCIATION ACHIEVEMENTS.

Editor American Elevator and Grain Trade:—In relation to a discussion of the scope and range of the National Association and the local or state association, I think we should begin at the bottom. First, the local association should comprise a few adjoining counties—only as many as can meet together readily and conveniently. They should meet as often as need be, and keep in thorough touch and accord. The only province of this association should be to promote harmony and a thorough understanding. This can be only effectively done by personal intercourse and communication.

The state association should be broader in its work. It should combine all the locals, deal with broader questions than those that only interest the local association; take up matters of rates of insurance and the question that appertain to the grain trade in general. I think the secretaries of the local associations should be members of the executive board of the state and keep in touch with each other. I believe in frequent letters—that the secretary of the state association should advise with local secretaries regularly, so as to keep them up to their work. Nothing can kill the spirit of an association like indifference and neglect. We need to be kept on our mettle all the time.

The state secretary should be paid a salary, should receive all complaints and attend as far as possible to their adjustment—that is, those that cannot be adjusted locally. The question of state insurance, of lower interests, of cheaper terminal storage could properly come in the province of the state.

Now, as to the national, I think its scope is very broad indeed. Whatever cannot be adjusted in the others, let the power of the national be brought to bear. It should be a sort of supreme court, where affairs of greatest magnitude, or those impossible to be settled outside, can be brought for adjustment. The question of insurance can also properly be brought up here. To be a little visionary, a national bank might be established, where warehouse receipts could be hypothecated at lower interest than is current in many of the smaller places. At any rate, the possibilities are great and benefits innumerable.

Yours truly, E. H. WOLCOTT, Secy.
Wolcott, Ind.

ASSOCIATION WORK.

Editor American Elevator and Grain Trade:—I have given much time and thought to association work during my twenty years' connection with the Ohio Grain Dealers' Association. I am inclined to think that trade associations and association work based on products of the soil, especially the grain line, will probably never reach as high a state of perfection as that of many other commercial organizations, owing to the widely scattered and immense volume of business to be protected and the diversity of influences governing the same. The conditions are very similar to those attending the "granger" movement of many years since, which failed, in a measure, on account of its immensity. I believe it is generally conceded that there can be no such as a "farmers' trust," and for the same reason there can be no "grain dealers' trust." Neither would it be desirable or for the best interests of the people at large, were it even possible; but intelligent organization of producers and shippers can very much improve general conditions and secure proper recognition in the business world.

I think, without much difference of opinion, all grain dealers would say that a perfect organization of our interests would be one that would insure the producer a fair return for his grain and the shipper a reasonable profit for the accumulation and distribution of the same.

To do this properly and in an equitable manner would indeed be a herculean task. We have beyond us the receiver, the exporter, the domestic and

foreign consumer, and on these factors, especially the latter two, depend the whole structure. All attending conditions can be much improved by organization, and not, as is generally supposed, to the detriment of the producer. The nearer we approach a perfect organization the better will the interests of the producer, the shipper and consumer be protected. All trade conditions will, as a rule, adjust themselves to the universal law of supply and demand, but supply and demand can be influenced legitimately by intelligent organization so as to insure an equitable division of results all along the line.

My idea of a perfect organization would be the "National" (on a delegate representation plan) as the parent body, with its officers in close relation with foreign markets, exchanges, transportation lines and organizations of like character. Then the state organizations auxiliary to the national, then the district and local associations auxiliary to the state associations. This may seem complex and burdensome, but many conditions are different in each state, and in each different district within a state. These special local conditions peculiar to each locality can only be satisfactorily regulated by the small local associations. The general conditions affecting a state can be handled by the state association through a general representation from the locals.

However, the whole structure will fail to accomplish its object if it is not based on large membership and the earnest co-operation of each individual interested, from the smallest to the largest shipper, with a spirit of harmony—"live and let live"—permeating throughout the whole structure.

"Rome was not built in a day." Neither will the millennium of the grain shipper come next October, but I am free to say we are gaining ground each year, and for the general community of grain dealers at large we are, thanks to continued efforts, much nearer the goal than we were in the early days of our efforts to promote better plans, methods and conditions for the great and growing grain trade of our country.

If the National does not accomplish a great part of the usefulness for which it is intended, the fault will lie with the indifferent and the stay-at-home shipper.

This work of thorough organization is of vital importance to all of us. Each individual should consider it a matter of personal interest as affecting his own private business and act accordingly and not wait for it to bring substantial results before contributing his influence and financial assistance.

We must, as individuals, through organized effort, contribute our share of the energy required to place us in the foremost ranks of commercial importance, and when we have done so we can be assured of success and a measure of prosperity commensurate with the dignity and importance of a business second to none in the commercial world.

As to the scope of the work to be done by the National Association, I think that it cannot successfully handle the smaller details and intricate matters that are not common to all territory. These should be left with the state and local associations. It should confine its work to national legislation, uniform freight rates, adequate supply of cars, uniform and fair grading, a system that will insure correct weights both at initial and terminal points, insist on business being done in strict conformity to the interstate commerce law, keep the membership advised concerning shippers and buyers that have violated contracts or committed fraud, and many other features common to all interested.

I think there will be no difficulty in defining the line where the state association should leave off and where the national should begin. The very nature of the work will readily suggest the line of division. The demands of the trade in the matter of improvement are such that there is no limit to the sphere of usefulness and work beyond this line.

I believe the rank and file are ready for hard, earnest work more than ever before, and when we come up to Des Moines in October we shall

find a body of representative dealers able to carry on the work with steadily increasing power and effectiveness.

Let us have a good turnout. Let all come prepared to say something and return home better equipped to do something for this important work.

Yours truly, J. W. McCORD.
Columbus, Ohio.

OUTLINES WORK FOR NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—The National Association should at once take up and persistently insist upon a correction of present abuses surrounding care in transit and terminal weights and inspection. These are the most flagrant abuses of the grain trade at this time.

A car, new or fresh from the repair shop, loaded within the limit, carefully coopered, double doored, if you choose, as nearly hermetically sealed as carpentering can make it, makes a journey to a terminal point, sometimes only three or four hundred miles, and there results a shortage of rarely less than four, usually six to eight, frequently ten, and sometimes fifteen to twenty bushels. What excuse is there for such results? None at all.

Under the present system the railroads have little, if any, financial inducement for exercising watchfulness in detecting leaking cars or prompt repair of same, and it has not been discovered that railways are susceptible to other than financial influences under such circumstances, while the terminal elevators have no moneyed reason for exerting even ordinary care in handling the "other fellow's" grain. If the terminal gentleman's conscience is as elastic as that of some of those testifying before the Interstate Commerce Commission, he may "deduct three bushels from the thousand" to cover future shrinkage; or, if he has no conscience at all (as is suspected in isolated cases), he may return weights based on his necessities rather than the contents of the car, and on complaint of the shipper, blandly refer that victim to the railway.

The difficulty under present conditions is that it is almost impossible to localize the responsibility for losses in transit as between common carrier and receiver, the latter generously according the entire fault to the former, and the former in turn to the latter, while the shipper vigorously protests and continues to carry the loss.

A car is loaded full and started on its journey in good condition. The law of self-preservation is the lever under every trainman who reports on condition of car in transit, while the terminal elevator only accounts for what its clerk admits as arriving, in some cases, after allowing loading foreman to "sweep up and take away as a part of his perquisites all grain that he does not unload into elevator," and the elevator has deducted three bushels from the thousand to cover future contingencies.

In justice it may be said that these examples of petty larceny do not prevail at all terminal points, but that they do exist, and have been well known, was attested under oath before a congressional committee, and some of them are well known to all railroad men at transferring and terminal points. They are here mentioned only to emphasize the fact that the shipper has not a single friend—not one to look after his interests—from invoice to draft remittance.

The National Association should have a strong executive committee, backed up by the full authority of the Association and a respectable fund for expenses, whose duty should be actively and aggressively to urge state inspection wherever possible, create a checking system on weights at prominent terminal points and a thorough system of car inspection as to physical condition before unloading at terminal, thus powerfully aiding in fixing responsibility.

We don't want a committee of figure-heads, but a body of aggressive men—men who have the time and inclination to investigate these and allied abuses, and who have the nerve to demand correction of abuses wherever found, and on failing to attain their just objects, to report to full Association for action by that body. When such a committee is appointed, do not ask the members to pay their

own expenses in addition to working gratuitously for the good of the Association. Give the committee a fund for traveling expenses and a fund to pay an attorney when they stand in need of such services. If the members of this Association have not this confidence in the committee of their own selection, don't appoint one.

The main object in view for both Association and committee, while attempting to correct the foregoing abuses, is ultimately to bring about concession or legislation for clean bills of lading. Attainment of this ultimate object would correct the abuses referred to, but a clean bill of lading will only come after a long and determined fight, and in the meantime the correction of the afore-mentioned abuses is desirable, as they constitute the most flagrant acts of injustice at present confronting the grain trade.

These issues, with attendant evils, present ample opportunity for the National Association. Let the National Association vigorously look after these abuses and in addition stand ready to co-operate with the respective state associations whenever they are not strong enough to accomplish what they may desire.

The foregoing are some of the questions of sufficient interest to all the states to make them national, and are worthy the best attention of the National Association. The state associations can find plenty of subjects purely local to call for their attention. There should be no conflict between national and state associations.

Yours truly,

CALDWELL, BARR & CO.

Earl Park, Ind.

GRAIN DEALERS' UNION MEETS AT CRESTON.

The semi-annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was convened at the Summit House at Creston, Iowa, September 3, at 2:45 p. m. President Hunter of Hamburg, in calling the meeting to order, assured the members of his pleasure at meeting with them again. He said no program had been prepared, as their worthy secretary had had all his time taken up with a sick son. The conditions confronting the dealers this season were unprecedented, and he hoped a full discussion would be brought out, so that a decision would be reached as to how to handle the coming crop. It will be a mistake, he said, to buy corn this fall on a 74 or 75 pound basis. There are conditions existing in corn that you have never confronted before. My idea would be to have every dealer buy only shelled corn, as that would solve the difficulty. I hope this question will be discussed thoroughly.

D. N. Dunlap, Fontanelle: I have examined our present corn crop but slightly. I think there will be danger in buying it on a 70-pound basis for ear corn. We need rain or frost at present in our vicinity. The crop seems to be a small one, and there are plenty of buyers for it.

T. A. Kyle, Shenandoah: I have been in fields where the corn seems to be pretty good. The quality is good and ears well filled, averaging about 35 bushels to the acre. Some of the corn, however, that I have examined will not go 10 bushels to the acre. There are differences of opinion on the crop in our territory.

A. F. Rickey, Griswold: Corn in our neighborhood is rather poor, and I do not think we will have more than a half crop. There are mostly large cobs with small kernels. Dry weather of late has also injured it considerably.

R. S. Spurrier, Clearfield: Corn in our neighborhood is about the same as here. One man told me recently that corn had improved greatly and that some farms would yield 35 to 50 bushels to the acre. Corn will be very spotted this year and much of it will be poor, and we should arrange some manner for buying ear corn so we can realize some profit from it.

D. N. Dunlap: Quite a lot of corn in our neighborhood is being sold and cut up for fodder. It seems that the man who got in his corn early has poorer corn than the one who planted late.

D. Hunter, Hamburg: I know a man who owns a farm on which he seldom raises less than 60 bushels per acre. His corn is in fine condition.

H. R. Whitmore, assistant secretary of the St. Louis Merchants' Exchange, on being called upon, said: I came here feeling that the exchanges ought to keep in touch with the dealers of the country. As I came out from St. Louis I found that corn was in much finer condition than in Kansas. It seems to me that the people of Iowa and Missouri are bound together by similar conditions. Soil and climate are largely alike and we have common interests. Therefore we ought to work together and I believe a very friendly feeling does prevail. Your meetings have an effect beyond that of mere business. Friendship, honesty and integrity are promoted and the association is calculated to raise the standard of business in the community. Today, on account of small margins, it is necessary that people engaged in the same line of business should co-operate. We of St. Louis wish you to know that we are with you in everything that tends to improve conditions in the grain trade. While I am on my feet I want to speak of the world's fair in 1903. We want you to hold your National Association meeting in that city in that year.

G. A. Stibbens, Coburg: I think this is the first meeting for the past five years that I have not prepared any paper, but I have devoted all my time for the past fifteen days to a sick boy. I think conditions are more mild than they were some three weeks ago. I cannot understand why, when the market bulges a little, some of you go crazy. This condition should not exist. Live and let your competitor live. If some of you do as you have done the past two weeks you will never make any profit. Why not stay by the margin as agreed, even on a rising market. It seems to me that when the market is as erratic as it has been recently the only way to hold dealers to an agreement is by having them put up a certified check. What have you made if you buy 50,000 bushels of stuff and pay track price for it? There are a few whom you cannot induce to break their word, but others are not so careful. We are not suffering much at present from scalpers.

T. P. Baxter, St. Louis: I have a double interest here to-day. I am one of the originators of grain dealers' associations. I have been a member of the Illinois Association for about seventeen years. In the main you have the same troubles that we have gone through over there, and yet you will come out all right if you follow the good advice of Secretary Stibbens. We have never tried the certified check deal, but I think it might be a good thing. I am not sure how crops will finally turn out, but think we will have about a third of a crop over the entire country, or about one billion bushels. I think you should get together in smaller meetings and talk things over. It will help you to handle grain this fall at a profit. I want to tell you something about Taylorville, Ill., a town in which I have lived for twenty-seven years. After very unsatisfactory conditions I finally told my two competitors that I would never change the prices of grain without notifying them, and they promised me the same. Since then we have gotten along very satisfactorily.

D. Hunter: How many dealers will follow the Taylorville plan? There is no reason why you should not all do so.

W. F. Johnston, Fontanelle: As to the matter of fixing the number of pounds that we should agree upon, I think it would be a difficult thing to do so early in the season. Conditions may change greatly before the crop begins to move. I would like to hear from someone who can devise means for trying it.

W. F. Morgan, Des Moines: I would like to say a word regarding the meeting of the National Association, which is to be held in our city on October 2 and 3. I want you all to come. As to corn in our territory, the conditions are largely the same as here.

D. Hunter: The landlord's lien law will come up before our state legislature at the next session and I think that we should cause our candidates

for election as representatives to pledge themselves to vote for the repeal of this law if they expect to receive our votes.

A. F. Rickey, Griswold: I think that every dealer should go to his candidate for election to the legislature and secure from him such a pledge before the election takes place. Then there will be little trouble in getting the law repealed.

D. N. Dunlap, Fontanelle: I had an experience some time ago with this law. I bought corn of a tenant, who, when he delivered the corn, brought his landlord with him on the wagon. The landlord saw me pay him for the corn. Afterward the tenant left the country very suddenly and the landlord came to me for pay for the corn. I consulted a second-class lawyer on the subject, who advised me to pay for the corn a second time, and I did so. The amount involved was about \$200.

A. F. Rickey: I have also had trouble with this law, and think it is most unjust to the grain trade. We have grown to be a sufficient power to fight the law, and I think we should do so. The fight should be made before, and not after, the candidates are elected.

R. S. Spurrier: I think the proposed substitute for this law will work a hardship to the tenant, and I think he has enough troubles. I do not think a law ought to be made that would make a criminal of a tenant who disposed of his garden vegetables without the landlord's consent. I think a law ought to be passed that would require the landlord to instruct the grain dealer of the facts bearing on the condition of the tenant, and if he did do so then the tenant should be exempt.

A. F. Rickey: I have plenty of renters at my place whom I would not think of asking if their rent was paid yet. If any one of them should ever grow angry at me he could use this law to persecute me.

A. F. Rickey thought the subject of the landlord lien law should be left with the president and secretary for future action.

President Hunter announced that a meeting would be held in the evening for dealers along the southern line of the state only, the object being to talk over conditions in that territory.

A. F. Rickey moved that the secretary be empowered to appoint five delegates to attend the meeting of the Grain Dealers' National Association at Des Moines, in October.

A. F. Picker of Picker & Beardsley, St. Louis, related a transaction involved in the selling, by his firm, of a car of hay, which had been consigned to them without any letter, instructions or knowledge of the shipper. After the car had been sold an overdraft came from the shipper, which the St. Louis firm refused to pay, having never before done business with the shipper. The shipper, said Mr. Picker, expressed himself in very strong terms by letter to us because we did not pay the draft. I have since learned that the firm was financially sound, and what I wish to know is: Were we right in the matter?

H. G. Abraham of Prescott said he was the shipper in the case and that his business had been solicited very frequently by the St. Louis firm. This had been the reason of the shipment and it had not seemed necessary to him to write concerning it.

D. Gault: I think that Picker & Beardsley did not pay the overdraft because they did not know where the hay was from, and think also that the shipper made a mistake when he made a draft that was subject to protest.

D. Hunter thought that Mr. Abraham made a mistake in not writing to the firm and also in not having his name in Bradstreet's or Dun's.

T. P. Baxter, Taylorville: I am glad this case has come up, as it will serve as a guide for future transactions.

G. L. Graham, St. Louis: I wish to state for the general information of the shippers present that when a shipper consigns us a car of grain, if he will write us the car number, the road shipped by and, as nearly as possible, the grade, it will enable us to do better for him than we otherwise could.

D. Gault said that it was often impossible for the shipper to give this information to the receiver.

T. P. Baxter: The receiver can always do better for the shipper if he has all the advance information about the shipment possible. The idea is that we can find a greater number of buyers if we know just what we have to sell.

In response to an invitation from President Hunter, J. M. Bechtel, assistant general freight and passenger agent of the Burlington road, said: I did not come here to talk, but as our talking representative, Mr. Davenport, failed to get here, I want to say a word about shipments. We have been very short of cars for the past sixty days. There have been delays on all sides. Bills of lading were delayed and this delayed the receivers in disposing of the grain and the unloading of cars. This is annoying to the shippers and also to our road. I think this association is the best thing that ever happened. I can go home now and stay there nights. I have been with the Burlington road thirty-one years and the improvements along all lines in handling and moving grain have been very great. The elevators help us out when there is shortage of cars, and as to the scoop-shoveler—well, I thank you for your attention.

President Hunter read the following applications for membership: Harroun Elevator Company, St. Joseph, Mo.; Orient Grain Company, Orient, Iowa.

Mr. Vanschoiack moved that the firms be accepted as read. Carried.

F. M. Campbell moved that the delegates be appointed to attend the meeting of the Grain Dealers' National Association at Des Moines use all their endeavors to secure the election of Secretary Stibbens to the office of secretary of the National Association. The motion prevailed.

The convention then adjourned.

CRESTON PICKINGS.

R. S. Young of St. Louis was accompanied by his wife.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

Missouri's representatives included: L. L. Teare, Craig; M. F. Hackett, Fairfax, and W. Burke, St. Joseph.

H. R. Whitmore, assistant secretary of the Merchants' Exchange of St. Louis, Mo., gave a good talk on the relations that should exist between the grain dealer and the receiving man.

O. M. Boynton, Creston, representing J. F. Harris, Chicago, always likes to have the Union meet in his city. It's handier to carry that box of cigars down from home than to lug it way over to the Bluffs.

J. M. Bechtel, assistant division freight and passenger agent of the Burlington road at Burlington, attended the convention and incidentally expressed in a short address his continued appreciation of the work of the Union.

Secretary Stibbens showed the effects of the work and worry which he had undergone for three weeks in caring for his sick son, but who had, on the morning of the convention, been pronounced by his physicians as being out of all danger.

The question involved in the sale of a car of hay which Erich Picker of Picker & Beardsley, St. Louis, brought before the convention, is one which is very proper to be brought before this association. A disinterested discussion of such problems will enable dealers and receivers alike to learn what is considered fair and right in such questions, and will have a tendency to prevent future misunderstandings.

W. F. Morgan, representing Churchill & Co., Chicago, and H. L. Halliday Elevator Company of Cairo, Ill., is one of Des Moines most popular brokers. As chairman of the entertainment committee appointed to take care of the visiting delegates to the National Association meeting, which will be held in October, he gave a warm invitation to mem-

bers of the Union to attend the National meeting, and said they would have a good time.

The St. Louis delegation consisted of T. P. Baxter and M. M. Pool, of Parrott-Baxter Grain Company; George L. Graham and S. T. Marshall, of George L. Graham & Co.; R. S. Young, representing Funston Bros. & Co.; Harry Hunter, representing Chris Sharp Commission Company; T. K. Martin, representing W. L. Green Commission Company; Erich Picker of Picker & Beardsley, and J. M. Connor of Connor Bros.; Martin Mullally of John Mullally Commission Company; J. L. Wright of Wright Grain Company; Albert Cox, representing Brinson-Judd Grain Company; R. S. Forrester and C. V. Fisher, of Forrester Bros.; Joseph Norton, representing P. P. Williams Grain Company; E. C. Lucas, representing J. R. Lucas & Co.; H. R. Whitmore, assistant secretary of the Merchants' Exchange.

Among the Iowa dealers present were: J. W. Smith, Lamoni; W. G. Sherman and J. B. Samuels, Riverton; J. R. Harris, Northboro; W. F. Johnston and D. N. Dunlap, Fontanelle; J. L. Gwynn, Shenandoah; F. M. Campbell, Randolph; I. W. Shambaugh, Clarinda; D. Hunter, Hamburg; G. A. Stibbens, Coburg; W. H. Eaton, Emerson; G. W. Wyant, Malvern; B. K. Windham, Glenwood; H. A. Vanschoiack, Elliott; N. N. Turner, Cumberland;

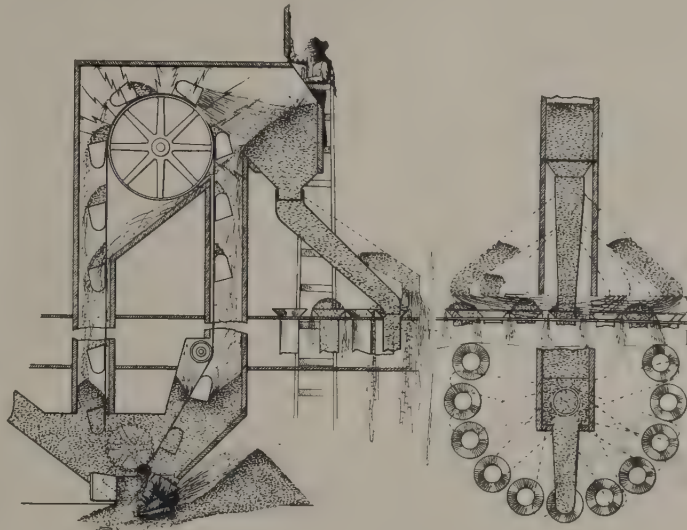


FIG. 1. SIDE VIEW.

FIG. 2. TOP VIEW. FIG. 3. FRONT VIEW.

William McMahon, Shenandoah; W. N. Buffington, Glenwood; G. J. Liljedahl and G. M. Gwynn, Essex; George F. Salyers, Strahan; O. A. Talbott and G. A. Willett, Osceola; G. A. Pierson, Orient; John Gilmore, Imogene; W. M. Hewitt and John R. Giles, Lenox; J. M. Wray, Creston; E. W. Shoemaker, Spaulding; S. E. Hicks, Osceola; J. Gault, Creston; J. L. Hook, Sharpsburg; M. Hennessy, Orient; John Lafferty, Neola; W. Dougherty, Hawthorne; R. S. Spurrier, Clearfield; A. F. Rickey, Griswold; G. H. Currier, Prescott; G. S. Pierson, Orient; J. F. Kyle, Shenandoah; H. G. Abraham, Prescott; H. B. Farquhar, Orient; Charles Davis, Pacific Junction; E. C. Kayton, Strahan.

MORE ELEVATORS AT THE HEAD OF THE LAKES.

It is announced that the "Omaha" road (C., St. P., M. & O.) will build another elevator at Itasca, West Superior, being the second of a series of three houses designed by the company to stand side by side at this terminal, all to form a complete system, operated by one power plant. The existing elevator has 1,000,000 bushels' capacity. The new elevator is expected to have double that capacity and to be for storage only, the working machinery being in the present elevator, which is operated by Nye, Jenks & Co. of Minneapolis.

It is further announced that the Amenla & Sharon Land Company, owning numerous country stations and also Elevator R in West Superior, will build another elevator in the same city. It will be a handling house exclusively, the R house being a cleaning plant.

[For the "American Elevator and Grain Trade."] IMPORTANT FIRE HAZARDS IN GRAIN ELEVATORS.

BY FRANKLIN HALL.

In your last issue, Mr. G. W. Gill, insurance inspector, contributed a most interesting article under the above heading, locating the chief cause of fires in country elevators to the choking of the elevator leg and the slipping of the cup belt on the head pulley, causing sparks to ignite the dust and tinder lodged in the elevator head, which drops down in a state of combustion to the boot below.

Mr. Gill is correct as far as his observation goes; but it seems to me he does not go back far enough; for he should show the cause of the boot choking and the belt slipping if he wishes to influence elevator owners for the prevention of fires.

Having myself, as superintendent of a line of elevators, given this subject some study and investigation, I think I can make clear by the sketches herewith, the real first cause of most fires in country elevators, the cause of the slipping of the belt; and I locate it at the turn spout at the elevator head.

Formerly, a simple short spout was used that permitted the grain, when a bin got full, to overflow on the elevator floor or into bins below the

spout; but in the latter instance, it caused so much mixing of grain that, in order to overcome this defect a spout is now used having the end, or nose, turned down, burying itself into the bin tube as shown by illustrations herewith. (Different views, Figs. 1, 2, 3.)

While this did not, in fact, prevent the mixing of grain, it appeared to do so, as it inclosed and hid the overflowing grain; but the fact is, it only postponed, but did not prevent, the surplus grain from mixing. For, as soon as the spout is shifted, the grain slips down into every empty bin tube over which it passes.

But this is not its only mischievous or serious operation, which is the purpose of this article to describe. You will notice (Fig. 1) that when the bin tube is full, the spout then fills; the elevator head also fills, and the grain overflows down the leg, filling the boot and "choking the elevator leg." Now comes the effect, not the cause, of the trouble which Mr. Gill so graphically describes.

The belt is stopped but the head pulley keeps on. The cups being all loaded full, together with the strain of the belt on the head pulley, possess the weight of tons. In a moment heat is generated and sparks are flying; the light, dusty, stringy, combustible material in the elevator head is ignited and drops down the leg, and a fire is started above or below; or, as Mr. Gill says, "often in many places in the leg."

Now, if insurance examiners would investigate intelligently this chief initial cause of fires and insist upon elevator owners discarding such dangerous appliances, for there are safe ones that can be had, I am sure they would stop a large majority

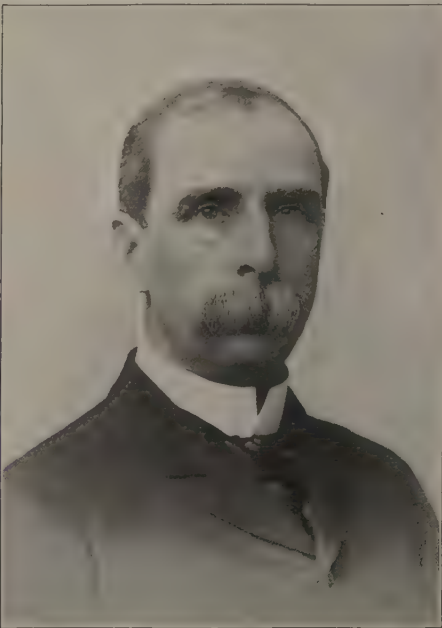
of conflagrations and save an enormous aggregate loss.

The elevator leg is often choked in other ways; for instance, by feeding grain into the rear of the leg, an indefensible practice. But the chief and most common cause is the one above mentioned, the turn spout, as it is put into operation every time a bin is filled.

D. G. STEWART.

The immense manufacturing district of which Pittsburg is the center has become as well a great market for grain, hay and feedstuffs, which are distributed from Pittsburg elevators and warehouses all through the Western Pennsylvania manufacturing and mineral districts. One of the representative men in this line, as well as one of the pioneers of the business here, is D. G. Stewart, proprietor of the Iron City Elevator, one of the most complete and well-known elevators of the Pittsburg district and having a storage capacity of 300,000 bushels.

Mr. Stewart began business in Pittsburg in 1872 in a small way, and has been conspicuous during all of the succeeding years as one of the leaders



D. G. STEWART.

and builders of the city's grain trade, his own business having developed with the growth of the city and neighborhood. The Iron City Elevator has track facilities which enable it to handle cars to and from all roads entering Pittsburg, and thus to reach the trade with the utmost dispatch. If he has any specialty in grain it is rye, of which he handles large quantities.

Mr. Stewart is of course a member of the Pittsburg Grain and Flour Exchange, as an incident of his business, but he is also conspicuous as one of the substantial and influential men of the city who have been identified with its rapid growth. In financial affairs he is distinguished as a member of the directories of the National Bank of Western Pennsylvania and the West End Savings Bank.

Kansas wheat buyers are again compelled to use the "mother earth" near their elevators for storing wheat, owing to the shortage of cars.

A farmer at Red Oak, Ia., recently sold 16,000 bushels of corn which was cribbed in 1896. It brought 50 cents, and is estimated to have cost the grower only 20 cents per bushel.

The report of the May corn deal, furnished by George H. Phillips at the direction of the Chicago Board of Trade directors, was declared satisfactory by the directors of the exchange on August 27. It is said to appear in this statement that George L. Inman of Champaign, Ill., who demanded the statement, and who was settled with at 48½ cents, was paid about \$3,000 more than his actual profits.

IDENTICAL INTERESTS.

[A paper entitled "Wherein Are the Interests of the Railroads and Grain Shippers Identical?" read by W. O. Brackett of Sherman, at the annual meeting of the Texas Grain Dealers' Association at Dallas, on May 22, 1901.]

When the fathers of the commonwealth of Kentucky chose for the motto of the new state the words, "United we stand, divided we fall," and illustrative of the same placed upon their coat of arms the two familiar figures standing with hands clasped, they emphasized a vital fact and governing principle in human life, apparent then, but in our day grown to be the ruling spirit of the age.

The day of barbarism was the day of the individual; and the onward march of civilization has been marked by the progressive phases of human cooperation until to-day, when we stand on the pinnacle of human achievement, in the enjoyment of the greatest degree of physical and moral well-being the world has ever known, and when the realization of the poet's dream of the "Brotherhood of man: the Federation of the world" seems near at hand, the mystic watchword that seems to have hastened the result and to be destined to open the way to even higher things is "Community of Interest." So that, as between different factors in the same well-ordered business community, the difficulty is not as great in seeking identities of interest as to discover any substantial particulars in which their interests are not essentially identical. The greater the interests involved, the greater the number of points at which they touch each other in the relations of commerce and the more serious the consequences to each of any disturbance in these relations or any misfortune to either.

The two interests involved in to-day's discussion are easily the mightiest in the business world to-day. The railroads of the United States comprise nearly one-half the total mileage of the world. They have made possible the evolution, in hardly a century, of a commercial empire from the primeval wilderness, an empire that has grown with their growth, and which, having been created, could not live without them. They are the nerves that animate the fabric and bind the various elements into one harmonious and world-conquering whole. The grain fields of this country furnish the staff on which the world leans. Without our wheat and corn, the spectacle of famine, that lurks still in Asia, would stalk through Europe. Like twin trees that have grown up together, interlaced in root and branch, the railroads and the grain trade have sprung from the same necessities and have been nurtured by the same conditions; and neither could exist without the other, and harmony is their normal relation to each other. There is no excuse for antagonism unless based on competition for the same benefits, and surely there can be no true competition between those who sell the world's food and those who take it to market, and therefore no justifiable antagonism. The railroads themselves, though in the nature of things the best competitors, have solved the problem of antagonistic competition by virtually abolishing competition, through common ownership and the acknowledgment of each other's right to exist, and as a consequence American railroad securities are worth more to-day than ever before.

How easily, then, is the proposition demonstrated that the normal attitude of our business and that of the railroads is one of necessary interdependence and a union of interests the most complete. For example, observe how desirable for both parties is stability of freight rates. Sought after by the railroads, such stability is also necessary to profitable and safe prosecution of the grain business. With steady rates the railroad may know with certainty the revenue it may count upon for the future; may act with vigor and liberality in dealing with questions of traffic and public policy; can afford to be just, and can afford to be generous. On such a basis the shipper can shape his business with equal certainty; can embark in larger ventures on closer margins, resulting in more profits for himself and more tonnage for the transportation lines. This view is broad, but it can be

demonstrated that truth extends downward through all the ramifications of detail that affect the contact of the two interests, and no problem arising therefrom can be justly settled except on that basis.

It may be said that this is only theory, and that practice differs from it; but it may be broadly stated that each instance of intolerance and injustice worked by one of these great interests upon the other arises only from individual misunderstanding or failure to interpret the relationship aright on the part of their respective representatives in each particular case. Whenever each individual grain man and each individual railroad official brings himself to lay prejudice aside, to believe that the other fellow has some rights and to apply broad principles to the solution of everyday questions pertaining to handling grain traffic, theory will become identical with practice.

It is within the province of our Association to make an effort to seek out all points of friction and by discussion with the transportation interests find the best remedies therefor for the good of both parties.

For example, there should be a uniform system of rules adopted by all railroads, well understood by railroad employes and by shippers, covering the handling of shippers' order bills of lading on grain, and all matters arising in that connection, clearly defining the rights of the owner of the bill of lading, the responsibilities of the carrier and the duties of the carrier's agents. There should be a clearer understanding of the duties and responsibilities of carriers and shippers relative to the obtaining and use of equipment, such as method of making requisition for cars, time of furnishing same and in what condition. Especially should the matter of responsibility for cooping grain cars and furnishing grain doors be defined on equitable lines and rules laid down and rigidly enforced in that respect. There should be a uniform procedure on the part of the railroads in handling rejected grain shipments, giving the owner every reasonable advantage to assist him in avoiding the loss that so often results to him. At present each case of rejection has usually to be worked out as a separate problem, and the action of the railroad lines can seldom be foretold, depending largely on the particular railroad official to whom the matter is referred. The principle of reconsignment should be accepted by the railroads as a necessary feature of the business, and the rules governing it so fashioned as to guard against misunderstanding.

There can be no question that such improvements as are possible in the particulars mentioned and in many others would redound to the benefit of the railroads not less than to that of the shipper. Let each of us and the Association approach these problems in the spirit of the old saying, "Live and let live," with the certainty that the gentlemen who represent the other side will be just as fair as ourselves; and if this policy of justice and toleration be followed individually and collectively, we will find ourselves moving smoothly onward hand in hand with our natural allies, the railroads, in mutual prosperity and with mutual gain.

EXPORT RECORDS BROKEN.

Wheat exports from America for the fifty-two days ending with August 22 broke all records of the trade in American history, having reached the enormous total of 24,448,750 bushels. August 19 was the record day, with 1,754,000 bushels of wheat and flour, being 89,000 bushels in excess of the next highest record of 1,665,000 bushels, on August 12. These figures, be it remembered, included only Atlantic and Gulf ports shipments, whereas the corrected record will include the Pacific Coast shipments.

These shipments were due to the execution of contracts made during June and July with foreign buyers; and most of the grain went to Hamburg, Antwerp and Rotterdam, to be distributed from those ports. Ocean freights were, and still are, very low; nevertheless the corn exports for cotemporary dates were the smallest since April, 1895.

ANNUAL MEETING OF THE NATIONAL HAY ASSOCIATION.

The eighth annual convention of the National Hay Association was called to order at Masonic Hall, Indianapolis, Ind., Tuesday morning, September 10, by President George C. Warren of Saginaw, Mich. About 250 delegates were in attendance at the various sessions.

The invocation was delivered by Rev. Allen B. Philpott, who especially invoked the divine blessing on the stricken president of the United States.

Under suspension of the rules the following resolution, presented by Delegate John B. Daish of Washington, D. C., was passed unanimously:

Resolved, That the National Hay Association, in convention assembled, in common with the whole country, deplores the act of the would-be assassin; our sympathy is extended to the President in the hour of his suffering, and our earnest prayers are for his early recovery and that he may be long spared to serve the people he loves so well, and whose hearts go out to him and his devoted wife in affectionate regard.

Hon. Wm. L. Taylor, attorney-general of Indiana.

an organization of about 1,000 members from all professions and trades.

To these several speeches of welcome a fitting response was made by Frank F. Collins of Cincinnati. Mr. Collins paid a high tribute of praise to the citizens of Indianapolis and Indiana, and said that the remembrance of this meeting in the loyal and patriotic city of conventions would ever return to the delegates like the fragrance of a thousand flowers.

President George C. Warren presented his annual report, which showed that the Association is continually expanding in size and influence. Its work in favor of the Cullom Bill was recounted, as also its influence in favor of its established grades, which have been adopted by all the leading exchanges of the United States. The time of infancy is past and the time of maturity is now at hand. The Association must have an able man at its head, who should devote his entire time to its work and be paid well for it.

The report of the president was accepted, and on motion of Delegate James W. Sale a special committee of three was appointed to consider the rec-

restoration of sixth class on shipments of hay. The report was approved.

E. C. Forrest, chairman of the committee on rules, stated that the official program had been adopted as the order of business for the session.

John L. Dexter, chairman of the committee on membership, reported a larger increase in membership during the past year than in any other previous year, and that about 100 new members had been received since June 1. The roll at the time the report was submitted was 656 paid members, and it was confidently expected that the 700-mark would be reached during this session. The membership is increasing in the West and South, though most of the members are east of the Missouri River. Report adopted.

The report of the committee on transportation, as presented by Chairman W. H. Curley of New York, mentioned particularly the fight that is being made to secure the restoration of sixth class on hay shipments and to prevent the competition of Canadian hay through discrimination in freight rates. From the latter cause, Mr. Curley stated, there had been imported into this country from



MEMBERS OF THE NATIONAL HAY ASSOCIATION AS PHOTOGRAPHED ON THE STEPS OF THE INDIANA STATE CAPITAL, INDIANAPOLIS, ON SEPTEMBER 11, 1901.

Full-size copies of the photograph will be sent postpaid by Chas. F. Bretzman, photographer, 142 So. Illinois St., Indianapolis, on receipt of one dollar.

in behalf of Gov. W. T. Durbin, addressed the convention in welcome to the State of Indiana. Mr. Taylor described Indiana as a state which raises 3,000,000 tons of hay annually, and also good people, who sometimes do worse by going to neighboring states, though not in such numbers that there are not still plenty of good people in Indiana, a state rich in good deeds and in sympathy for the suffering and loyalty to the flag; the center of population and heart of this country, and an intellectual center as well. Her welcome to the hay dealers was like that of the Irish lassie to her lover when she said:

Come in the evening or come in the morning;
Come when you're sent for or come without warning.
Come, oh come, we do implore you,
And the oftener you come the more we'll adore you.

City Attorney John W. Kern extended to the delegates the freedom of the city of Indianapolis, on behalf of Mayor Thomas Taggart, and in a humorous speech bade the Association a royal Hoosier welcome to the city of homes and statehouse and monuments. He was enthusiastically received.

John J. Appel welcomed the delegates on behalf of the Indianapolis Board of Trade, and Secretary Hunt did a like service for the Commercial Club,

commendations in the report, the members of this committee being James W. Sale, E. L. Rogers and John S. Carscallen.

The following were appointed a committee on rules: E. C. Forrest, Michigan; C. G. Egly, Indiana; Willis Bullock, New York; George N. Reinhart, New York, and F. E. Queen, District of Columbia.

The committee on credentials was appointed as follows: Edward Berthoff, F. Morere, Robert Thorne, W. H. Moorhead and H. S. Grimes.

At the opening of the afternoon session the report of the board of directors was read by President Warren, while Vice-President H. Dusenberry occupied the chair. The report showed that the board had determined upon dues for the current year at \$3 per member; had fixed the salary of the secretary-treasurer at \$25 per month; had ratified the appointment by the president of twenty-five vice-presidents by states, and also the increase of the board membership by three additional members, James W. Sale, J. R. Ryan and E. A. Dillenbeck being the new directors appointed. The board had also ratified the appointment of Secretary-Treasurer Goodrich to succeed R. H. Peterson, and approved of the petition against the railroads to secure the

Canada during the past year nearly a million tons of Canadian hay, as against only 17,000 tons the preceding year. The complaint in the matter of classification had been filed with the Interstate Commerce Commission only after repeated efforts to secure a hearing before the railway classification committee had been unsuccessful. Victory in this matter is regarded by Mr. Curley as certain if it is pursued to the end.

The following report of the committee on legislation was presented by Chairman John B. Daish of Washington, D. C.:

The attention of the committee was early called to a pending bill (Senate No. 1439), called the Cullom Bill. This Association was committed to the passage of this act and in co-operation with other organizations brought such influence to bear as it could. A circular letter was prepared early in December and sent to the members requesting that each write to his congressman and to the senators from his state urging the passage of the bill or a similar act which would give to the Interstate Commerce Commission the power to enforce its decrees. To this letter the membership responded heartily, and the returns were very gratifying to your committee. Owing, however, to the political situation, the bill failed of passage, as it was not reported to the Senate. The committee having the bill in charge is said to be favorable to railroad in-

terests and it is believed that the measure will not become a law in its present shape until political changes occur or railroad interests permit its passage.

The attention of your committee was also called to the revenue on checks, warehouse receipts and telegraph messages. Through the action of other organizations and such feeble efforts as we were able to make, the result of the amendments to the war act of 1898 is known to all.

The committee are indebted to the membership for its earnest and hearty support in all matters which have been brought before it.

A special report on revision of constitution and by-laws was read by Chairman John B. Daish. The report took up each section and made a thorough revision of the entire subject. It was read at length and adopted entire by a two-thirds vote of the members present, after a spirited discussion on the part of a few members who were in favor of postponing the entire matter.

Chairman E. H. Price, of the committee on arbitration and investigation, reported that the committee had had but a single case where a member had been charged with uncommercial conduct. He had been found guilty and the committee recommended that he be subjected to the penalty of being reported to each member, as provided in the constitution. Adopted.

The report of the committee on grades was read by the secretary in the absence of Chairman H. Lee Early. It recommended that the present rules as to grades be retained until cause for change shall arise.

The report of Secretary-Treasurer Goodrich showed receipts from June, 1901, aggregating \$1,035, and expenditures of \$816.62, leaving a balance in the treasury of \$218.38. The report was referred to the board of directors for audit.

L. W. Dewey, chairman of the special committee on National Bureau of Inspection, reported as follows:

We respectfully recommend and urge that the following shall be adopted as an amendment to the constitution and by-laws of this Association:

It shall be the duty of the board of directors to establish as early as practicable a bureau of national inspection, said bureau to be under the direct supervision of a chief inspector, who shall be appointed by the president of the National Hay Association and confirmed by the board of directors.

The chief shall have power to appoint such deputy, district or local inspectors as may become necessary or advisable.

The board of directors shall regulate the fees to be charged for such inspection and exercise general control over said bureau.

E. W. Bertholf, chairman of the committee on credentials, reported that there had been no protests.

Telegrams of regret were read from Strauss & Joseph of Cleveland, Ohio; H. W. Benedict of New Orleans, La., and James P. McAllister of Columbus, Ohio. Mr. McAllister called attention to the discrimination in freight rates against hay, as shown by the fact that a carload of hay if sent from Columbus to Baltimore would be charged \$50 for freight, while a much heavier carload of corn could be sent for \$44, the hay being valued at \$100 and the corn at \$400.

A special committee on resolutions was appointed as follows: Charles England, George S. Bridge and E. A. Dillenbeck.

A special committee on place was appointed as follows: James A. Heath, E. A. Clutter, S. T. Beveridge, W. C. Bloomingdale, Robert Thorne, D. W. Clifton and Emory Kirwan.

The committee on nominations was appointed as follows: John B. Carscallen, chairman; F. F. Collins, W. D. Bishop, John L. Dexter, F. D. Voris, James W. Sale and James W. Dye.

The session then adjourned, to meet at the musical entertainment, at the German Hotel, at 8 o'clock p. m.

At 8:30 p. m., Tuesday evening, the delegates and their ladies assembled at the German House in response to the invitation of the committee, Messrs. Jacob W. Smith, Evans Woolen and G. E. Hunt, to listen to an elaborate musical program and partake of light refreshments. The evening was spent very enjoyably to the music of the Indianapolis Military Band and the entertainment of vaudeville

specialists, and the delegates were unanimous in their appreciation of this unique hospitality.

SECOND DAY'S PROCEEDINGS.

The Wednesday morning session was called to order by President Warren at an earlier hour than that appointed by the program, for the purpose of facilitating the dispatch of business. The feature of the session was an address by Hon. George F. Stone, secretary of the Chicago Board of Trade. Mr. Stone was received with an enthusiastic ovation. He prefaced his address by some appropriate remarks on the attempted assassination of President McKinley and said that the peace and order of this country must be preserved by safeguards against the immigration of dangerous or criminal classes. Mr. Stone's address on "Commerce" was a masterly presentation of the importance of trade and commercial organizations to the march of human progress. He was listened to with marked attention, and at the close of his address the thanks of the Association were tendered to Secretary Stone by a unanimous rising vote.

Next in order, ex-President E. L. Rogers of Philadelphia read an interesting paper on "Hay." Mr. Rogers handled his subject from the standpoint of thorough familiarity and was accorded close attention and genuine appreciation.

An invitation was extended to the delegates by the custodian of the State House to visit that structure in a body at 8:30 p. m., and was accepted with the thanks of the Association.

S. T. Beveridge of Richmond, Va., chairman of the special committee on cipher code, presented a report in the form of a code elaborately compiled with special reference to the needs of hay and grain dealers and shippers. It was voted to lay the report on the table for future consideration.

W. L. Mitchell of Union City, Pa., chairman of the special committee on insurance, reported in favor of establishing a hay dealers' mutual insurance company. Mr. Mitchell recounted his own experience in trying to get his hay sheds insured and said that he was paying 6 per cent, or \$60 for \$1,000 per annum for protection from the regular companies on sheds with boiler attachment, and that he had found others similarly situated paying the same. Still others, with the same risk, were paying 3 per cent, while in New York and Michigan warehouses alone, without power, were paying 2 to 2½ per cent, with no discrimination as to the character of the buildings. The need of a mutual company, Mr. Mitchell thought, was sufficiently demonstrated by these instances. Such a company, if organized in one state, could do business in all, for, although the laws of the different states conflict in the matter, yet the insured has a constitutional right, as has been decided by the courts, to insure anywhere he wants to.

The plan of the Pennsylvania Millers' Mutual Insurance Company was presented by Mr. Mitchell as a model plan. It requires a first payment of \$3 per thousand dollars of insurance into the expense fund, covering the term of five years. Application for insurance is passed upon and subjected to the rating fixed by the board of directors, and a deposit is then made with the company of the amount of money which the rating calls for. This cash deposit is held by the company as collateral security for the payment of losses, and is paid back to the insured at the expiration of his policy if his dues are paid up. The aggregate of these deposits is invested in approved securities. To further strengthen the company premium notes are given by the insured, which are not negotiable nor assignable and can be used only in settlement of losses. In the mutual company above referred to the insurance has cost only a little over 1 per cent, while the board rates would be about 3.7 per cent.

Mr. Mitchell's report was referred to the following committee: W. L. Mitchell, chairman; W. S. Little, J. A. Heath, F. D. Voris and E. A. Clutter.

A paper was read by John L. Dexter of Detroit on "Commercial Confidence and Integrity."

John B. Daish of Washington, D. C., chairman of the special committee on "How to Secure More Accurate Government Reports," made a report which will appear in these columns later.

In the absence of Secretary Goodrich, who was called home to attend the funeral of a nephew, his assistant, Mr. Taylor, was chosen secretary pro tem.

After the adjournment of the Wednesday morning session the delegates assembled in front of the State House, where a group picture was taken.

At 2:30 o'clock p. m. a special train was boarded at the Union Station for a trip around the city on the Belt Line. Many ladies accompanied the party. Stops were made at the stock yards, the railroad repair shops and other points of interest and the station was reached on the return trip at 5 o'clock p. m. The local committee in charge of this trip consisted of D. M. Parry, J. E. McGettigan and H. C. Graybill, and to their efforts the success of the excursion was due.

THIRD DAY'S SESSION.

At the Thursday morning session the Association listened to an interesting and exhaustive paper on "Commercial Law," read by Hon. S. W. Little of Towanda, Pa.

Following this paper the rules were suspended for the reports of committees.

The committee on nominations reported as follows:

President, George S. Bridge, Illinois; first vice-president, E. A. Dillenbeck, New York; second vice-president, A. E. Clutter, Ohio; secretary-treasurer, P. E. Goodrich, Indiana; directors for one year: Charles England of Maryland, F. D. Voris of Illinois, F. A. Heath of Michigan, F. F. Collins of Ohio, J. W. Sale of Indiana. Directors for two years: E. L. Rogers of Pennsylvania, H. G. Morgan of Pennsylvania, J. V. Ferguson of Louisiana, L. W. Dewey of Ohio, G. W. Hill of Tennessee. It was voted that the nominations be closed and that the secretary be instructed to cast the ballot of the Association for the entire ticket as presented by the committee. The secretary having so acted, the president announced that the officers named were duly elected.

Retiring president Warren appointed as an executive committee for the ensuing year, Charles England, George N. Reinhart and W. H. Moorhead.

The newly elected president was escorted to the platform and presented to the convention. President Warren introduced his successor in the highest terms of praise, and took leave of the office with feeling reference to his pleasant associations of the past year. President-elect George S. Bridge thanked the Association for the honor conferred upon him and paid tribute of praise to his predecessor as an earnest and able worker.

The special committee on president's report recommended an increase in the annual dues, from \$3 to \$5, to begin with the fiscal year 1902. The convention voted in favor of the increase, and referred the matter for further action to the Board of Directors.

The committee on place for the Ninth Annual convention reported in favor of the Hotel Victory at Put-in-Bay, Ohio. The report was adopted. The matter of a change in the date of meeting, from September to July, was referred to the committee on legislation, with power to act in conjunction with the board of directors.

The special committee on insurance presented the following resolution: Resolved, that if a sufficient number of the members of this Association see fit to become incorporated into an insurance company, we pledge to such company our moral and financial support, so far as is consistent with our personal interests.

The committee on resolutions presented resolutions of thanks to retiring president George C. Warren and Secretary P. E. Goodrich for their able work, also to the chairmen and members of the several committees; also thanks to the governor of Indiana and mayor of the city of Indianapolis, the Board of Trade and Commercial Club and the local committees, for their warm welcome. Thanks were extended also to Hon. George F. Stone of Chicago, for his paper on "Commerce," to the Hotel English, and the representatives of the press, and were ratified by a rising vote of the convention.

It was voted to change the by-laws of the Asso-

ciation to read that the annual meeting shall be held on a day to be appointed by the board of directors, instead of a day certain.

On consent of the members who were to read papers before the convention the reading was dispensed with to make time for routine business, and it was ordered that all such papers be printed in the regular proceedings.

A motion was presented against irregular dealers in hay and providing for their detection and posting, and was referred to the board of directors for their consideration.

The report of the committee on cipher code was referred to the board of directors with power to act in conjunction with the committee, which was continued.

Officers elect were called upon and responded as follows: First vice-president, E. A. Dillenbeck; second vice-president, A. E. Clutter; directors, Charles England, J. W. Sale, E. L. Rogers, L. W. Dewey; state vice-presidents, F. L. Lewi and H. P. Pillsbury.

Adjourned.

CONVENTION NOTES.

Put-in-Bay won out at last.

Indianapolis will long be remembered as a most hospitable host.

The official photographer did his work well, and reaped the reward he deserved.

Herb Brothers & Martin of Pittsburg gave away lead pencils, which were appreciated.

Commission men were in force and looking for shippers. Shippers were scarce and looking for buyers.

H. G. Morgan & Co. of Pittsburg distributed very handsome souvenir drinking glasses appropriately engraved.

The fact that the delegates saw snakes on their trip to the State House is not attributable to the banquet at the Deutches Haus.

S. S. Daish & Sons of Washington, D. C., enlivened the proceedings at the German House by throwing souvenir lead pencils from the gallery. You should have seen the boys scramble for them.

The colored waiters at the Deutches Haus carried trays that were loaded down with the beverage that made Milwaukee famous. Some of the delegates relieved them liberally and carried the load nobly.

The neatest match case souvenir we have yet seen was distributed by the St. Louis Hay & Grain Company. When the cigars were passed by the local committees these matchsafes were everywhere in evidence.

Among those present were the following: George C. Warren, president, Saginaw, Mich.; P. E. Goodrich, secretary of Goodrich Bros.' Hay & Grain Company, Winchester, Ind.; D. W. Clifton, St. Louis, Mo.; Robert Thorne, Pittsburg, Pa.; D. L. Lease, Waterloo, Ind.; E. K. Lemont & Son, Philadelphia, Pa.; S. W. Little, Towanda, Pa.; F. M. Greenough & Co., Vassar, Mich.; Franklin L. Lewi, Newark, N. J.; John Mullally, St. Louis, Mo.; J. A. Manger & Co., Baltimore, Md.; Geo. N. Reinhardt, New York; S. Van der Meer, Vriesland, Mich.; John H. Mocke, Zeeland, Mich.; F. E. Nowlin, Albion, Mich.; Geo. D. Mayo, Richmond, Va.; F. H. Richardson, Fairgrove, Ill.; D. Donaldson, Reese, Ill.; Geo. S. Bridge, Chicago, Ill.; E. L. Rogers & Co., Philadelphia, Pa.; J. S. Carscallen, Jersey City, N. J.; E. D. Rundell, Towanda, Pa.; John H. Armstrong, North East, Md.; Geidel & Co., Pittsburg, Pa.; Daniel McCaffrey's Sons, Pittsburg, Pa.; Hert Bros. & Martin, Pittsburg, Pa.; E. H. Price, Philadelphia, Pa.; Clark Campbell, Waterloo, Ind.; D. L. & O. Leas, Waterloo, Ind.; W. F. Richardson, Jr., Richmond, Va.; Ferrin Bros. & Co., Detroit, Mich.; Willis Bullock, Canajoharie, N. Y.; Charles England, Baltimore, Md.; Wm. Hopps, Baltimore, Md.; John G. Mack, Philadelphia, Pa.; Walter Short & Co., Philadelphia, Pa.; J. W. Beatty, Philadelphia, Pa.; S. T. Beveridge, Richmond, Va.; Jacob Welz, Wharton, Ohio; Wm. R. Thompson, Newark, N. Y.; James W. Dye, representing the St. Louis Hay & Grain Company, St. Louis, Mo.; Daniel P. Byrne

& Co., St. Louis, Mo.; W. H. Karre, St. Louis, Mo.; Christ Hilke, St. Louis, Mo.; The Miller Company, Vassar, Mich.; Emory Kirwan, Baltimore, Md.; Wm. Moorhead, Chicago; J. G. Walters, Chicago; S. T. Edwards, Chicago; Earl Fisher, Chicago; T. W. Keelin, Chicago; Z. W. Pew, Montpelier, Ohio; H. W. Mack, St. Louis, Mo.; Funston Bros. & Co., St. Louis, Mo.; Louis Weinberg, St. Louis, Mo.; John E. Hall Commission Company, St. Louis, Mo.; W. J. Rae, St. Louis, Mo.; H. L. Middleton, St. Louis, Mo.; E. W. Bertholf, Jersey City, N. J.; J. H. Houser, Marshallville, Ohio; E. E. Delp, Philadelphia, Pa.; J. H. Mort, North Manchester, Ind.; H. Z. Baum, Columbia City, Ind.; G. A. Hax & Co., Baltimore, Md.; John E. Murray, New York; John G. Cody, representing Spear, Rud & Co., New York; J. W. Dusenberry, New York, representing H. Dusenberry & Co.; J. A. Spencer, Dwight, Ill.; Oscar Kent, of Hubbel & Kent, New York; John Dickson, Pittsburg, Pa.; Philip Geidel, Jr., Pittsburg, Pa.; F. Williams, N. Y. Hay Exchange, New York; W. H. Crawford, representing the American Steel & Wire Company, Chicago; W. W. Beatty, representing R. S. McCague, Pittsburg, Pa.; A. Carter & Sons, Westfield, Ind.; S. B. Floyd, Pittsburg, Pa.; John Mork, Edon, Ohio; Lefe Farmer, representing Ballard, Messmore & Co., St. Louis, Mo.; H. H. Hughes, Nashville, Tenn.; F. Morere, New Orleans, La.; H. A. Mottier, Terre Haute, Ind.; L. A. Henning, Butler, Ind.; J. R. Johnston, Pittsburg, Pa.; Amos Bradshaw, Saginaw, Mich.; T. R. Nichols, representing G. S. Blakeslee & Co., Chicago; M. L. Johnson, Evansville, Ind.; Harry A. Smith, Winchester, Ind.; A. S. Pottergee, Portland, Ind.; R. L. Worrell, Tilden, Ind.; Frank E. Jones, Indianapolis, Ind.; John Mackey, representing W. B. Harrison & Co., St. Louis, Mo.; John B. Daish, of S. S. Daish & Sons, Washington, D. C.; Charles G. Simon, St. Louis, Mo.; E. Allen, Dayton, Ohio; Morton & Co., St. Louis, Mo.; Charles F. Eminger, Dayton, Ohio; J. A. Heath, Leunox, Mich.; R. E. Austen, Pittsburg, Pa.; W. H. Curley, New York; J. B. Michael, Assumption, Ill.; E. C. Forrest, Saginaw, Mich.; Bert Badgley, Portland, Mich.; C. E. Clifton & Co., Washington, D. C.; E. T. Simpson, Washington, D. C.; J. A. Loane, Baltimore, Md.; C. F. Beardsley, St. Louis, Mo.; Clutter & Long, Lima, Ohio; Dewey Bros., Blanchester, Ohio; H. H. Driggs, Palmyra, Mich.; H. S. Morgan, Pittsburg, Pa.; F. F. Collins, of Collins & Co., Cincinnati, Ohio; W. L. Mitchell, Union City, Pa.; J. D. Hale, Decatur, Ind.; C. G. Egly, Berne, Ind.; James R. Ryan, Indianapolis; Robert F. Scott, Indianapolis; H. S. Grimes, Portsmouth, Ohio; E. H. Lee, Rushville, Ind.; Harry W. Carr, Saginaw, Mich.; N. L. Walker, Louisville, Ky.; Austen Bros., Pittsburg, Pa.; H. Bennader, Lodi, Ohio; E. L. Rickly, Milton Center, Ohio; Theo. B. Chase, New York; L. C. Winchel, Moweaqua, N. Y.; O. J. Avery, Moweaqua, N. Y.; Charles B. Champion, Antwerp, Ohio; James W. Sale, Bluffton, Ind.; J. F. Anderson, St. Louis, Mo.; H. L. Preston, Chicago; James R. Guild, Medaryville, Ind.; Fred W. Lang, Medaryville, Ind.; W. F. Kassebaum, Indianapolis, Ind.; R. K. McCord, Paris, Ill.; O. A. Bradley, Whitehouse, Ohio; H. F. Beis, Whitehouse, Ohio; Charles T. Pierce, Defiance, Ohio; C. F. Devine, Bluffton, Ind.; Louis P. Deibel, St. Louis, Mo.; C. E. Bash, Huntington, Ind.; Orlando Barsh, Columbia City, Ind.; Charles S. Springer, Moravia, N. Y.; W. C. Bloomingdale, New York City; John C. Lewis, Celina, Ohio; F. Williams, New York City; Dillenbeck & Miner, New York; J. W. Doon and wife, Worcester, Mass.; S. A. Van Horn, Lawrenceburg, Ind.; J. P. Donovan, Providence, R. I.; J. Vining Taylor, Winchester, Ind.; W. J. Chase, Memphis, Tenn.; H. H. Hill, Cincinnati, Ohio; F. E. Fleming, Cincinnati, Ohio; J. P. McCave, Cincinnati, Ohio; John F. Costello, Cincinnati, Ohio; John White, Cincinnati, Ohio; Will Peck, St. Louis, Mo.; J. M. Smith, Bucyrus, Ohio; J. H. Wallace, Windsor, Ill.; Chas. D. Jones, Memphis, Tenn.; P. M. Gale, Cincinnati, Ohio; P. Van Leunen, Cincinnati, Ohio; W. R. McQuillan, Cincinnati, Ohio; John L. Stemple, Ada, Ohio; Alex C. Durdy, Ohlman, Ill.; J. J. Falk, Herbora, Ill.; B. L. Rouse, Parsons, Kan.; Tompkins & Kern, West Lodi, Ohio; W. G. Bishop, Baltimore, Md.; E. E. Delp, Philadelphia, Pa.; L. G.

Holmes, Portland, Ind.; John L. Dexter, Detroit, Mich.; Fred W. Rundell, Toledo, Ohio; Stephen M. Ahern, New York; C. A. Simpson, Indianapolis; J. A. Brubaker, Kansas City, Mo.; J. E. Raidabaugh, Celina, Ohio; R. C. Hamilton, Lebanon, Ind.; W. A. Bunter, Lebanon, Ind.; G. A. Hax & Co., Baltimore, Md.

RAYMOND P. LIPE.

New York parentage and western business training make a royal combination that is pretty nearly "all right" in the grain trade, especially when the product settles down in Ohio, where eastern conservatism and western push meet. Raymond P. Lipe, now of Toledo, was born in Spraker's, Montgomery County, N. Y., in the old Mohawk Valley country, some thirty years ago. He probably did not come West in 1891 to fight the Indians, so long gone from the historic valley, but four years of work in the Chicago Stock Yards would fit a man for almost anything in reason, if he kept his eyes open and his wits about him. In 1895 he went to Bryan, Ohio, and started in the hay and grain



RAYMOND P. LIPE.

business, and did so well that he is now the owner of four country elevators in Ohio, and on October 1, 1899, found it advisable, in the interest of his growing business, to remove his headquarters to Toledo, which is now his home, and where he is recognized as one of the keen men in the trade.

MINNESOTA GRAIN DEALERS.

The Minnesota Grain Dealers' Association held an executive meeting at Red Wing on August 14. In addition to the local dealers and buyers of grain there were present, among others, Secretary E. A. Burrage of Minneapolis, C. S. Sheffield of Faribault, J. H. Lawrence of Wabasha, J. D. Jones of Winona, F. R. Anderson of Cannon Falls, S. Nelson of Welch and D. W. McDonald.

The object of the meeting was to define the status of the various traders interested in the grain sold at Red Wing particularly—the regular dealers, the millers and the maltsters.

The trade in Red Wing is not what it used to be, when there were twenty-three elevators on the levee and grain enough for all. Now the maltsters get all the barley at a premium and the mills take a big part of the wheat, so that the elevator men are "not in it," without kicking up a row and paying a price that leaves no profit for anybody.

Beans in Ontario advanced about 60 cents per bushel during the first half of August, with small offerings from farmers.

The Peavey Elevator at Chicago has again been made regular by the Board of Trade, the alterations required by the Board on the building having been made.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

FREIGHT DISCRIMINATION AT BUFFALO.

Spencer Kellogg has won the first brush of his battle with the railway and the elevator pools at Buffalo. Mr. Kellogg's elevator not being a member of the elevator pool, the railway pool has been in the habit of charging grain that has passed through his house one-half cent a bushel more for transportation to tidewater than is charged on grain from the pool's houses, paying into the elevator pool's treasury the excess. Taking a specific case of 50,000 bushels of wheat, Mr. Kellogg sued the Lehigh Valley for the excess, and was given judgment for the full amount. He was, in another case, given authority to take testimony to prove his allegations. The first case will, of course, be appealed by the railroad company.

The Lehigh Valley's attorneys tried their case on the theory of their demurrer. They did not deny the facts, but pleaded that notwithstanding the truth of Mr. Kellogg's allegation, he could not recover, for the reason that the railway had a right to discriminate against the Kellogg elevator since the elevators in the elevator pool (and not Mr. Kellogg's) were a part of the road's "regular shipping facilities," of which Mr. Kellogg had refused to avail himself.

The pleading is certainly unique and as bold as it was singular. Most monopolies deny they are monopolies, in view of the disfavor with which both the common and statutory law looks upon them, but here is a factor of one (the railway) monopoly, assuring the court that another monopoly (the elevator pool) is a part of its "shipping facilities," asking the court meanwhile to legalize the penalty inflicted by the one monopolist upon him who refuses to become

part of or to patronize its fellow conspirator (under the law), the other monopolist. This is indeed a most unusual contention to hear made in good faith in open court.

ASSAULT ON THE PRESIDENT.

The dastardly assault upon President McKinley by the assassin Czolgosz, thanks to the promptness with which the President was taken in hand by the surgeons, failed of its purpose, and the nation is spared the horror of a consummation of the assassin's purpose. It is also spared any business complications that might have followed an unexpectedly sudden change of administration. By the time the next issue of this paper is ready, then, so rapid seems now the President's convalescence, the incident, save for the scoundrel's punishment, will, let us hope, have been closed by the President's entire recovery and a resumption of his official duties.

Were any good gift to be found in so untoward an event, it would be gratification to the law-abiding in the instantaneous and spontaneous expression by all classes, save a few incorrigible partisans, of admiration for the splendid personal qualities of the man William McKinley so swiftly uncovered by this awful test of the hidden springs of the man's true character. His forgetfulness of self, his tender and thoughtful regard for others—first of all for the miserable wretch who would have destroyed him—all mark him as a man apart and unite to drown all mere partisan differences in the inspiring thought that Mr. McKinley's entire purity of character and nobility as a man exalts him in public regard as surely as his public position as President demands the public respect and consideration.

RIVER AND HARBOR BILL CONFERENCE.

A public meeting in the interest of rivers and harbors improvement has been called to be held at Baltimore on October 8 and 9. The invitation to the conference states that, in the opinion of the signers, "the policy of the last session of Congress has been disastrously economical in respect to maritime improvements and that the continuation of such policy in the end means a rise in the rates for passage and freight over the waterways of the country." The object of the conference is further stated to be "to create a public sentiment in favor of large appropriations," etc.

Of course, it will be remembered by the reader that the last Congress failed to pass any river and harbor bill, that outrageous piece of legislative highway robbery having, happily, been talked to death by Senator Carter of Montana—a feat for which he should be held in grateful remembrance. The proposed conference can hardly expect to create a sentiment among the American people that will tolerate the exploitation of future river and harbor bills in character like that given its quietus by Senator Carter.

Now, what the Baltimore conference could, and in all decency should, do, would be to attempt to create a public sentiment that will be strong enough to keep the undisguised "grafts" out of this bill, which is always of late years

scandalously extravagant, and concentrate the expenditures of Congress on those rivers, harbors and canals that are of known value to the commerce of the country. As it is, millions are annually squandered on creeks, sloughs, bayous and ditches that have not, and under the most favorable conceivable circumstances can never have, any commercial value, directly or remotely, while public works of the highest commercial importance are dragged along toward completion with intolerable delays that are made necessary because of appropriations which are insufficient for the particular work in hand. Let the conference be honest, and perhaps it may be the entering wedge of this great reform that shall remove the scandal that always accompanies this bill and benefit commerce as well.

GRAIN DEALERS' NATIONAL ASSOCIATION.

The only criticism that may be made, on a casual examination of the program of the Grain Dealers' National Association, which appears in another column, is that there appears no formal opening for miscellaneous business. The papers proposed and the addresses promised are full of much prospective interest, but it should not be overlooked that there may be too much of a good thing of this sort.

This coming annual meeting must not be permitted to become merely a brief debating society or a holiday frolic. The National Association has come to the cross roads, and must elect now whether it will continue in the old ruts or take a new route to national influence. Aside from the importance attached to the reorganization plan, as expressed in the proposed new constitution, provision for the discussion of which is made by the program, there are various matters of interstate importance that should receive attention that shall not be of a perfunctory character.

It is of much importance, for example, to the slovenly shipper to know how to cooper his cars and to others to know where shortages may or may not occur, but it may be of greater importance to the careful shipper to know whether, having taken every precaution against leakage, he shall be required to stand all the shortage at the terminal, or whether, having done his work of loading properly, the railroad or terminal elevator may not be held responsible when loss occurs. He would like to know, too, whether the sentiment of the trade, as formulated by a national association, shall agree with him and morally stand behind his demands for redress on the terms of his bill of lading.

It is also of importance for the local shipper in the West, whose stuff is sold through Columbus, say, and goes ultimately to somewhere in Pennsylvania, to know whether the track buyer of him shall settle on the shipper's, the track buyer's or the consumer's weights.

It is also a matter of importance to bring something like scientific methods into the inspection departments, and make a beginning toward reducing guesswork there to a minimum.

It is unnecessary to go further into details of open questions. The point is, while it is well understood all will have a glorious good time at Des Moines, it is still the part of the managers of the meeting to see to it that the interstate needs of the trade are taken up seri-

ously—not for wholesale reform on the moment, but to make a beginning of reforms that are so much needed in many directions.

LIABILITY FOR LOSS ON UNDELIVERED GRAIN.

The amount of imposition that country dealers will sometimes tolerate in order to avoid friction with their patrons is simply amazing. But plugged loads, bag-loaning and the like follies are minor nuisances alongside of a practice that appears to have gained foothold in Central Indiana. This is no less than a custom which requires that as soon as a dealer has made a contract to purchase a given lot of grain, he becomes liable in case of its destruction, whether the grain be on his own premises or not. And we are now told by a local paper that at a recent meeting of grain men this custom of the trade was gravely discussed as "unfair to themselves."

One doesn't quite understand by what sort of reasoning the farmer whose grain is destroyed by fire or otherwise, in his own field or in his granary, can expect the dealer to stand the loss, even though the latter may have contracted to pay a certain amount for the grain. Nor can one quite understand how a dealer in his right mind would consent to assume such a liability on a mere contract to pay for stuff to be delivered in the future, at least so long as the grain is located beyond his personal supervision and control.

Such a custom is absurd, and dealers who permit exactions of that sort ought not to be finding fault if sensible farmers take them at their word and treat their business sense with contempt. No man can ever make a dollar in the grain or any other business who permits his patrons to set him down as a moral coward. A man must preserve the fundamental dignity of a tradesman if he hopes to be successful.

THE GRAIN COLORING DECISION.

Judge Tuley's decision in the D. H. Stuhr case, holding unconstitutional the Illinois grain coloring law, so-called, seems to have unnecessarily alarmed some and elated other good but not accurately informed people. The learned chancellor did not declare even by implication that because the specific law referred to is unconstitutional, ergo the laws against the coloring of margarine, or the doctoring of dairy butter or other food articles are invalidated. The chancellor declared that the law cannot be called on to forbid a man from acts that are no menace to the public, nor will it forbid a man from doing the public a service.

It is still an open question whether oleomargarine, as offered for sale in the guise of butter as butter, is a wholesome product. At least, it is sold as something which it is not. It is, therefore, quite proper for the state to say to the dealers in the sophistication that "you must sell your product for what it is on its merits, that the public may not be deceived." The process of the American Grain Purifier Construction Company, which was passed upon by Judge Tuley, does not enable a grain dealer to sell something for grain that is not grain, and if it does enable him to sell purified grain as of a higher grade than it was before it was purified

it does so legitimately, because it has first removed the smut, dust, mold odors, stains, etc., from the grain, without affecting its original state, as it matured before cutting, either as to color or otherwise. The process, therefore, has actually improved the grain, which is then entitled to a higher grading than when not purified. That the process does this has been assented to by expert chemists, as well as by intelligent consumers.

The parallel, then, between the purification of grain and the coloring of oleomargarine does not, in fact, exist, the learned pundits of the provision and grocery press to the contrary notwithstanding.

THE CULLOM BILL.

An effort will be made at the approaching session of Congress to get the Cullom bill, amending the interstate commerce law, out of the senatorial committee's pigeonhole, where it now lies buried, and have it made law. The movement will be initiated by the federation of industrial associations, which will be formally supported by the Millers' National and National Hay associations. It would seem that the Grain Dealers' National Association might well add its influence by a formal approval and advocacy of the bill.

The bill, it will be remembered, is amendatory of the present interstate commerce law, not on the lines of control of the rates, so far as to enable the commerce commission to fix the rates, as objected by the railroads, but is intended to increase the powers of the commission to the extent that the latter will be able to enforce its decisions. As the case now stands, the courts have practically robbed the commission of all its powers—the roads are even disposed to treat its advice with contempt.

Railroad rates are the key of business in these days. In handling grain especially a discriminating rate of a fraction of a cent per bushel is fatal to the business existence of the competitor not so favored—he lives only at the sufferance of his favored rival. It is only fair to say that the railroad managers recognize the fact that deliberate discrimination against individuals and towns is a gross outrage upon the rights of the individual from both a legal and an ethical point of view. But discriminations are forced by big shippers with a pull as stockholders or by threats or otherwise, and traffic managers are helpless, or nearly so.

The proposed amendments to the commerce law were drawn to prevent these very abuses in very large measure, and that being so the bill should commend itself to all fair-minded men in the first instance and to shippers especially as a measure of self-protection.

In Minnesota recently the line company's station agent died, and then it appeared he had been in the habit of issuing grain tickets in the most slovenly manner. In some instances the tickets were not signed, bearing merely a date and apparently an arithmetical problem; many loads were even delivered by farmers for which no tickets of any kind were issued. It is amazing that farmers with ordinary business intelligence should do business in that way, but the question is now, who pays? The company is doubtless responsible for the acts of its agent,

but it is difficult to see how just settlements can be made without friction, for, of course, proof will be required by the company. No precaution, perhaps, can wholly prevent such conduct, but at least the line companies' offices should contain posted warnings discountenancing such methods.

CAR SHORTAGE.

The theory generally advanced by traffic men to account for the perennial shortage of cars at the heavy grain shipping season is that the annoyance is due to the unusual demand, all shippers wanting cars at the same moment. There is an element of truth here, but the Railway and Engineering Review says it is only an element, since the shortage, the Review argues, is almost wholly due to "practices that have been allowed because of competition." In other words, the shortage is due in largest measure to the methods of the roads themselves.

Without enumerating all the causes for this expensive nuisance, the Review says that "chief among them is the permissive holding out of cars at the markets for various purposes instead of having them immediately unloaded." The demurrage charge is not, therefore, universal—there are favorites who do not pay it; and this unfairness is encouraged by the fact that the car service rules base compensation for use of foreign cars on mileage instead of per diem possession. These cars held out are, therefore, foreign cars, as a rule, and no penalty is attached to their retention.

How this works in the grain trade is forcibly stated by the Review in the relation of a recent transaction—no names of parties or place being given. As track grain is more readily disposed of than grain in store, a certain receiving house having wheat in store "conceived the idea of restoring the grain to the track basis. In pursuance of this scheme it employed a large number of cars arriving with other grain, into which the wheat in question was reloaded. It was then reinspected, put on to the market as track grain, and sold accordingly, some of the cars into which it was reloaded standing around on the track for weeks before being finally disposed of."

As the elevator in question was shrewd enough to use only foreign cars, it had no difficulty in the matter. But had the compensation for use of the said cars been on a per diem instead of a mileage basis, it is quite safe to say the cars would have been doing duty in some other way than they were. Railroads are not as yet philanthropic enough to pay out cold cash to hold cars idle upon their tracks free, even for favorite shippers.

As the remedy is obvious, grain shippers should have no hesitancy in demanding cars; a reform of this practice would be as beneficial to the roads as to the public.

Winnipeg began dealing in grain options on September 1, being practically the first authorized option market in Canada. The Winnipeg Grain Exchange has been doing a large business in real stuff for several years, but now it feels that to be in the fashion it must do as other noble Romans do and deal in wind to "keep the commissions at home," and incidentally cater to the prevailing speculative mania.

EDITORIAL

MENTION

Of course, you are going to Des Moines on October 2 and 3.

A feed mill is a handy machine to have at work just now. It is a good profit-maker.

Party telephone lines are so numerous in the country towns nowadays that the elevator man who wants to "talk shop" should use "private wires."

All association dues should be paid up by members before October 1, so that the state and local secretaries can report "clean bills of lading" to the National Association at Des Moines.

When buying your ticket for Des Moines for October 2 and 3 get a certificate from your station agent showing that you have paid full fare. You will then be able to get a return ticket for one-third fare.

The pool seems to be a favorite way for selling grain in Washington and Oregon. A pool of 20,000 or more bushels of wheat or oats is made and then bids are asked of dealers. Usually a somewhat better price is bid for the lot than would be paid for the smaller lots composing the pool.

W. A. Muir, a broker of Atchison, Kan., who turned up missing on August 15, in debt, after six weeks' trading, to various parties, forwarded from somewhere to his creditors promissory notes for balances due, payable in ninety days. This was rare thoughtfulness on his part, but as a rule *ex post facto* autographs of this sort are not much sought after.

If you must buy corn in the ear this fall and next winter, be sure you know what you are buying. There are many complaints now that there is likely to be more ear than corn in many fields. Each locality ought to tackle this question and adopt a rule based on the merits of local conditions, since conditions are by no means uniform throughout a given state.

The attorney-general of Minnesota has given the opinion that all elevators in that state having railroad facilities are to be classed as public elevators and therefore come under the supervision of the railroad and warehouse commission, and will be required to take out licenses. As practically no elevators are without those facilities, there may be said to be no private elevators in that state.

The Farmers' Grain and Live Stock Company of Kansas has gained at least one victory in that state. The company asked for an elevator site at a certain station on the Union Pacific right of way. The petition was refused, on the ground that the business of the local elevator would be injured, and there was not business enough at the station for two elevators. The railroad commission was then called on to act, but before the case was heard by the commission the Union Pacific road withdrew its re-

fusal. This, of course, relieved the friction, but it still leaves the merits of the case under the law undecided, which is regrettable.

Fire losses for the United States and Canada for August last were \$8,334,000, and for the first eight months of the year 1901, \$113,009,150, against \$127,206,250 same months of 1900, and \$86,829,850 in 1899. The losses in August were the lowest for any month of the year thus far.

The regular succession of deaths of children by suffocation in grain bins of country elevators continues, as will be seen by the regular reader of the casualty department. There is only one sure way to break this ghastly procession, and that is to cover bins so that foolhardy youths and ignorant children cannot get into them, for even ironclad rules that children and strangers shall not enter the elevator are much too frequently broken.

A correspondent says that Baron Von Flasch, Austrian consul at Chicago, has returned to Vienna, carrying with him the news that "the wonderful commercial growth of the United States may result in the practical absorption of the business of the old world." But if America absorbs the old world what will become of her own commerce? A man never gets rich by changing his money from his vest to his pants' pocket, you know.

The adoption by Illinois of the inspection criterion of type samples of grain is at least one step forward toward the scientific method in grain inspection. The adoption of a rule of 1 per cent allowance on out inspection for dirt accumulated in the elevator will be another. No doubt the day is approaching when the application of the principles of evaporation, analyses and percentage will obtain generally in inspection offices to determine appeals.

The Russians, in view of the proposed new "robber tariff" of Germany, renew their former suggestion of a wheat trust, to which the United States, Argentina and Russia shall be parties. From the Russian standpoint, the thing looks very simple—only three parties to consult. What could be easier? Unfortunately, only Russia is provided with a complete stock of "autocratic machinery" to make the trust a success, and she can't divide with the other members of the pool.

The case referred to at the late meeting of the Grain Dealers' Union, reported on another page, is a surprising evidence of the thoughtless methods sometimes pursued by country grain dealers. Here was a car of hay consigned to a St. Louis firm without any notification or instructions to the receiver, notwithstanding a draft was made against the hay, of whose ownership the receivers had no knowledge. Under the circumstances, was the shipper justified in "getting hot" because his overdraft was turned down? Few will agree that he was. A postal card and three minutes of time would have saved him all his annoyance and also gained him a friend, for he was shipping to a receiver whom he was patronizing for the first time. Country dealers may be themselves mind readers, but they must not assume that city receivers

are built in the same way, or at least that they can perform wonders at such long range.

The assessment board of review of Will County, Illinois, has achieved distinction by assessing Bartlett, Frazier & Co., operators of the Midland Elevator, a transfer house at Joliet, on 159,000 bushels of corn, valued at 37 cents per bushel, and 73,000 bushels of oats, valued at 26 cents per bushel, or a total of \$77,810. The case is interesting and to the grain trade in Illinois will be a valuable one, since the assessment means, of course, the joining of issue by the assessed with the authorities on the question of the validity of the assessment and the consequent taxation of grain in transit, the tax to be paid by the handlers without reference to the actual ownership of the grain.

Minnesota is beginning to assume self-important airs as a corn producer. Forty years ago, when the state began to grow grain, corn was considered out of her line, but as continuous wheat culture began to impair the fertility of her soil, rotation became a necessity. Subsequently necessity succeeded in evolving a type of corn that is adapted to the state. Although in 1895 the state produced her largest crop of corn—45,000,000 bushels—the recurrence of crops of nearly equal size since then demonstrates that the cereal has become a dependable one in the state's crop figures, and that it will hereafter appear more and more in evidence in the business of the elevators of the state.

That it is high time the London docks system is reformed is evidenced by the fact that on August 13 a cargo of 56,000 bushels of No. 1 hard Duluth spring wheat was returned to the point of shipment, Philadelphia, on account of high dock and storage charges at London. Although conditions of English wheat stocks and consequent depression of prices there as compared with this side at the date named may have favored this movement of the grain, it is nevertheless well known that the docks monopoly in London has been very arbitrary in the matter of charges for some months past; and in spite of shippers' protests relief has not been granted, as asked, to Americans, who suffer from the present conditions more than do shippers of any other nation.

The New York Produce Exchange has voted that on and after June 1, 1902, No. 2 hard winter wheat shall be deliverable on contracts on equal terms with No. 2 red winter and No. 1 hard northern spring wheat. The proposition was originally made to make No. 2 hard winter deliverable only on payment by the party who should deliver of two cents penalty per bushel. The majority of the committee favored the penalty, but the minority seems to have prevailed with their report in favor of equal terms. It was held that the penalty would not give the southwestern wheat shippers a fair price for their wheat as compared with the value put on the grade by the millers. The new rule also has the merit, in the view of the Exchange, of so increasing the available quantity of wheat subject to delivery, in case of "corner," as to practically put an end to that kind of a movement for the future. As the successful corner in wheat has not been seriously in evidence for

some years, the apprehension on that score was more apparent than real.

The New York friends of the Erie Canal have come to the agreement that the interests of New York City and state will be better served by a 1,000-ton barge canal than by a larger project. The committee of the Canal Association of Greater New York has, therefore, had a conference with a like committee of the Canal Association of Buffalo, as the result of which a campaign of education will be entered upon in order that the barge canal may receive the approval of the voters. This canal will cost \$60,000,000, which is a sum great enough in all conscience to submit to a vote of the people, but the barge canal is a practical improvement, while the deep-water canal, costing twice as much money, although approved by Governor Roosevelt, was so overwhelmingly expensive as to kill all hope of any canal improvement with the approval of the voters of New York state.

The Minneapolis Journal and the Tribune have resurrected for the season the seed corn from "an Indian mound in the remote wilds of Colorado," which was "probably hundreds of years old." The seed performed wonders in a garden patch at Orono, on Lake Minnetonka. The veracious, not to say voracious, reporters had probably never heard of the late Miss Omerod, who, when presented with some mummy corn—that is, corn found with an Egyptian mummy—of an absolutely authentic kind, and asked if she believed in the popular tradition that the vital principle of the corn, some 4,000 years old, was only suspended, and not dead, shook her head, but said, "I will give this corn the very best chance of the right soil, the right amount of moisture and sunshine, and then I will tell you what I think." Some time afterward, when questioned about the mummy corn, her reply was, "It is all nonsense, the corn was dead thousands of years ago." But the guys did not all die with the corn germ.

The strike of the teamsters, stevedores, etc., in San Francisco, which began in July last, is still unsettled, having meantime had a most disastrous effect on the city's trade. Farmers, fruit growers and grain shippers have been conspicuous sufferers, since no grain or produce has been shipped for weeks, but the grain lies on the wharves at Port Costa in sacks, but without other protection from the fall rains now about to begin. Meantime the railway agents in the interior have received orders to accept no shipments of either hay or grain to be handled within the city or its suburbs, while the shipping is seeking other ports for cargos. It has been alleged that the tie-up grew out of a breach of contract by the union firemen of the Pacific Coast Steamship Company, who had agreed not to strike for one year. However this may be, it is certain that these long-continued strikes, which tie up a country's or a great city's business, are becoming intolerable to the public. Some rational method must soon be devised for settling them without inflicting the immense losses that always fall upon the wholly innocent public, which is not interested either as employer or employe, in the controversy, but which is dependent on both these factors of society for the proper transaction of the nation's business.

If such a method cannot be evolved by the representatives of the labor unions and the various types of employers, than the state will be justified in taking a hand in the direction of making laws for compulsory arbitration—in other words, for compelling the parties to a strike to settle their differences in court, as other business differences are now settled.

The farmers' elevators in Manitoba have organized an association, ostensibly for the purpose of systematizing their business. This is preëminently a sign of good business sense. But it is hoped that farmers of Manitoba, as well as of the States, will also concede the propriety of other elevator men doing likewise, and give us pause in the propaganda of the doctrine that all combinations, save those only of farmers, or of farmers' companies, are, in the language of the Winnipeg Commercial, "hideous monstrosities, designed and existing to fleece the poor lamb-like farmers, that should be legislated out of existence and their originators publicly executed as a warning to others."

The Chicago Board of Trade has exemplified the adage, "Be virtuous and you will be happy," and has had some fun, too. It is less than two years since the reform movement became un fait accompli by the election of an official board pledged to enforce the rules of the board and the adoption of the new commission rules giving members a discount of 50 per cent on commissions and penalizing members who "cut the rate." In this time the value of memberships has increased from \$700 to \$3,200, with a promise (in the opinion of some) of reaching the highest price ever paid (\$4,800 some years ago). Two years ago members were tumbling over each other to get out; now no one wants to get out, the 200 recent transfers being largely those of old members who have been retiring from business. Those country dealers in grain (non-association men) who are disposed to hug their "liberty of action" as a fetish of vast potency (wholly imaginary, since it puts no money in their purses) might take their cue from Chicago for a while as an experiment.

HO! FOR DES MOINES.

There is every indication that the coming meeting of the Grain Dealers' National Association at Des Moines on October 2 and 3 will be the first meeting of really national character the Association has ever held. The president, B. A. Lockwood of Des Moines, assures the "American Elevator and Grain Trade" that while the West, Northwest and Southwest will be present in force, the Eastern, Southern and Southeastern dealers also will have their representatives present to take part in reorganizing the Association on a plane broad enough to give all parts of the country a permanent stake in its fortunes.

One happy augury of the future success of the Association is the interest taken in this meeting by the railways. The Chicago & Northwestern road set the ball rolling by agreeing to carry all the Chicago and Eastern delegates free from Chicago to Des Moines and return who hold credentials issued by the secretary. It will also entertain the Association by a free daylight ride to Sioux City on October 4, landing its

guests again in Chicago in the evening of October 5, after a daylight ride from Sioux City through Iowa and Illinois. In like manner the C., B. & Q. road will furnish a free train to carry delegates to Des Moines and return from Peoria and St. Louis. St. Louis and Kansas City have already engaged their headquarters at Des Moines. Chicago will, of course, do likewise, and Minneapolis will no doubt fall into line.

In this way the entire country will be represented, making in all a gathering, as the Des Moines Cereal Club anticipates, of no less than 800 to 900 grain men. It will be an event no grain dealer can afford to neglect, while in turn at this meeting in particular the Association needs the moral influence of the presence of every grain man who can possibly make it convenient to be present. Des Moines is abundantly able to entertain all who will come and is more than anxious to show the abundance of her hospitality on this occasion.

IN THE COURTS

The Citizens' Bank of Northfield, Minn., has sued Robbins & Warner for \$6,350 alleged to have been advanced to E. M. Wallbridge of Northfield, since failed, on assurances by the defendants.

Spencer, Moore & Co. of Duluth have brought suit against Capt. Jas. Davidson for \$598.61, damages alleged to have been caused by the defendant's failure to provide transportation for 200,000 bushels of grain, as agreed. This sum represents elevator charges, insurance and interest for three days.

The Rice Farmers' Elevator & Mercantile Company of Rice, Minn., has sued the Minnesota Grain Company of Minneapolis to recover warehouse receipts alleged to have been unlawfully delivered to defendant by the plaintiff's agent, who had purchased grain options. The defendants deny any option deals, and as an offset present a claim of \$2,512.

The minority stockholders of the Botsford Elevator Company of Port Huron, Mich., have applied for an injunction to restrain the officers from paying, or aiding in the payment, of a sum of \$16,000 said to be due banks on account of a shortage of grain, as shown by receipts signed by Secretary Wright to the Reynolds Grain Company. A temporary injunction was granted on August 5.

The Supreme Court of New York, at Buffalo, in the suit of Spencer Kellogg against the Western Elevating Association and the New York Central, Lehigh Valley, Erie and Lackawanna railroads, has granted an order against Geo. F. Sowerby, of the Elevating Association and others, for the taking of evidence by an open commission. The plaintiff seeks to prove a discrimination against himself and his elevator by the companies named; and this "open commission" will enable plaintiff's attorneys to examine witnesses in Boston, Chicago, etc., as if on the stand in open court, without being restricted to a few written interrogatories.

The McCaull-Webster Grain Company of Minneapolis has brought suit against the C. & N. W. R. R. Co. at Council Bluffs, alleging damages of \$1,995 suffered by reason of the defendant's refusal to transfer or route its cars over the Omaha & St. Louis R. R. or to permit cars of the latter named road to be run on its tracks. On August 19 the United States District Court issued an alternative writ of mandamus directing the C. & N. W. road to furnish the plaintiff company all reasonable privileges and facilities for the interchange of grain shipments; that is to say, to furnish the plaintiff company with cars and to make proper deliveries of all grain shipped to the plaintiff to Council Bluffs, or in care of the O. & St. L. or the O., K. C. & E. R. R., billed to points in Iowa or on the lines of the latter two roads.

Trade Notes

Fred Grotenrath, the Milwaukee elevator furnisher, recently supplied the machinery outfits for the new elevators of A. W. Lawrence at Sawyer, Wis., and J. B. Krier, Belgium, Wis.

Catalog No. 12 is a neat little affair that describes all styles of the cleaner that "cleans them all"—grain, beans and seeds. It is the Clipper Cleaner, of course, made by A. T. Ferrell & Co., Saginaw, Mich.

Stephens & Tyler, Chicago, are furnishing to the Macdonald Engineering Co. the entire equipment of elevator buckets for the new steel Rialto Elevator at South Chicago. This is a new type of bucket which discharges at a very high rate of speed.

Catalog No. 18, just received from the Jeffrey Mfg. Co., Columbus, Ohio, is a finely printed and illustrated pamphlet of 56 pages, devoted to Jeffrey Electric Locomotives for all kinds of mines, steel works and smelters, also mills, factories, plantations and industrial plants.

The Jos. Dixon Crucible Co., Jersey City, N. J., send out a little circular on what the Autoist has to say concerning graphite for automobiles. Judging from the testimonials, Dixon's Graphite Preparations seem to prove as economical and satisfactory in lubricating the severely tried mechanisms of these machines as they do in the power plants and dozens of other places where they are now so largely used.

"Some Pointed Remarks About the Monitor Product" is the title of a little booklet just issued by the Huntley Manufacturing Co., Silver Creek, N. Y. It is a terse and forceful piece of business literature. It attempts to show that something more than price should be taken into consideration when buying grain cleaning machinery. It appeals strongly to the man to whom quality is a consideration. The booklet is very neatly printed and the company hopes to receive many requests for it.

Our advertising pages this month introduce a new elevator and mill supply house to the grain trade. The firm is Stephens & Tyler, with offices at 1505 Monadnock Block, Chicago. Claude D. Stephens has been for the past ten years with the Webster Mfg. Co., Chicago, and has had a thorough training in every department of the manufacturing business. Theodore R. Tyler is a young man of ability who has, previous to this new connection, been practicing law. The firm has all the resources and equipment necessary to make itself felt in the grain trade.

The Weller Mfg. Co., Chicago, has been unusually busy recently in their steel elevator casing department. The comparative safety from fire in elevator legs from overheated bearings which steel casings insure, together with their general durability, has made them an important part of the elevator equipment. The cost of this work has also been reduced through improved machinery for economical manufacture, so that steel elevator casings are within the reach of all. The Weller Company reports having equipped nearly 150 elevators thus far this season, in addition to filling several important contracts for new terminal houses and others that have been overhauled.

Stephens, Adamson & Co., Aurora, Ill., have the contract for furnishing the machinery for the new cleaning and clipping elevator for H. L. Goemann & Co., Mansfield, Ohio, for which John S. Metcalf Co. are the engineers. This house will be equipped with two elevator legs, using 16x7-inch buckets and 72-inch head pulleys; one elevator leg using 12x6 buckets, 40-inch head pulley; two pairs power grain shovels, one heavy geared car puller, two car-loading spouts, one separator, capacity 2,000 bushels per hour; one oat clipper, capacity 1,200 bushels per hour. All driving machinery will be rope transmission and friction clutches will be used on each individual drive. They report having also taken contracts for complete outfits for a number of country elevators, running from ten to twenty-

five thousand bushels' capacity, besides enjoying a good trade with the cottonseed-oil mills and cement plants throughout the country.

The Hall Distributor Co. of Omaha, Neb., report their sales for the month of July to exceed any previous month during the present year, Ohio and Indiana coming in for a large share of the orders. They attribute these increasing sales, notwithstanding the excessive hot weather and practical destruction of the corn crop, to the merits of their patented "overflow system," which is rapidly attracting the attention of far-seeing, progressive grain dealers. They believe that within a few years it will be universally adopted in all country elevators.

Albert T. Ferrell, of A. T. Ferrell & Co., Saginaw, Mich., manufacturers of the Clipper Grain, Seed and Bean Cleaners, last month commenced suit in the United States Circuit Court at Cleveland, Ohio, against the Beelman Cabinet Company of that city, for alleged infringement of a patent granted to one John E. Smith, in 1892, for an invention called a grain separator. The petition states that Smith assigned this invention to Messrs. Ferrell, Prame & Ozier, and that Ferrell afterward purchased the interests of his associates in the patent. Ferrell asks the court to enjoin the Cleveland company from manufacturing and selling the alleged infringing device, and award him damages. Elsewhere in this paper A. T. Ferrell & Co. warn users against purchasing machines which infringe their patents.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Taxation of Leased Railroad Elevators.

The case of Hertert, Treasurer, etc., against the Chicago, Milwaukee & St. Paul Railway Company (86 Northwestern Reporter, 266) was brought to recover taxes locally assessed against certain grain elevators. They were owned by the railway company; were on its land and near the tracks, but were leased to parties who operated them. The elevators were located in Iowa, where the statute provides that real estate belonging to any railway company, not exclusively used in the operation of its road, is subject to local taxation, while other railway property shall be taxed upon assessments made by the executive council. It was conceded in the case that the controlling question was as to the use of the elevators mentioned.

It was not seriously contended that an elevator used for the purpose of handling grain and other products for the purpose of shipment over a line of railroad might not be necessary and proper "in the operation of the road." Indeed, the Supreme Court of Iowa declares that it could hardly be said that the operation of a railroad did not include the necessary facilities for handling grain and other articles presented for shipment, and a grain elevator and freight warehouse are as essential for that purpose as are passenger stations and ticket and telegraph offices. Nor can the court conceive how it should make any difference whether the property was operated by employees of the company or by tenants. If it is to the greater advantage of the railway company to partially operate its road by inducing third parties to buy and ship grain over its line, it certainly, the court says, should be permitted to do so. Thus, the court reaches the conclusion that, if the elevators in question were exclusively used in storing or taking in grain for shipment over this company's road, they were not subject to local assessment but were for assessment by the executive council under the statute.

On the other hand, while the tenants paid only a nominal rent therefor, they used the elevators without restriction for any purpose they saw fit. It was shown that they used them as warehouses for the storage of grain for hire and that they ground feed therein, but whether for local sale or hire did not appear. Under these circumstances, the court holds that a finding must be sustained

that the elevators were not used, as claimed by the company, exclusively for shipping grain over its road, and hence were subject to local taxation.

As to Stored Grain Being at Owner's Risk of Fire.

The only issue to be tried in the case of Backus against Lawbaugh (86 Northwestern Reporter, 298) was one with respect to the agreement under which certain corn was received into an elevator which subsequently burned, though not until after that identical corn had been shipped out. Was it stored for the owner at his risk as to fire, or was it transferred to the elevator man, to be subsequently paid for by him in money? To meet the latter's statement that farmers generally understood his method of doing business, of which the owner of this corn had claimed to be ignorant, a witness was called who was allowed to testify that he had stored corn in the elevator, had paid therefor, and that the matter of risk was not mentioned.

But the elevator man, in speaking of his method, evidently referred to the practice of receiving and shipping out corn continually from one mass; and the Supreme Court of Iowa says that proof of what he had contracted with others would not aid in ascertaining the nature of the agreement with the owner of the corn in question. Nor does the court think that there was any error in the trial court's refusing to receive evidence that the elevator man was not paid insurance on corn equal in quantity to that placed in the elevator by the party suing. That would only furnish an inference to be drawn from a conclusion of a third party (the insurance company) that it was not the elevator man's property.

As before stated, the corn in question had been shipped out; and the jury was instructed on the theory that if the corn was received by the elevator man as bailee, it must have been kept by him until the owner desired to sell; besides which, it was asked, "Do you find from the evidence in this case that the corn, or any part of it, so delivered, was destroyed by fire?" and answered, "No." The fair inference to be drawn from this instruction and inquiry, the court thinks, was that, if the corn were shipped, the liability of the elevator man would attach, regardless of the nature of the contract and of whether other corn remained in the crib. Instead of anything like that, the court holds that the jury should have been instructed to the effect that as the corn was with the owner's knowledge mixed with the mass in the elevator, the fact that it was so mixed, or that the identical corn delivered by such owner was shipped out and replaced by other corn, and that none of the identical corn delivered by him was in the elevator at the time it was destroyed, conferred no right of recovery upon him by reason of the facts themselves. The jury, it says, would be quite likely to conclude that if the corn delivered had been sold by the elevator man, he would be liable for its value, unless advised otherwise. Indeed, it adds, the jury might well have been informed that the corn delivered had been shipped; and if that remaining in the elevator was of like quality and equal in quantity, the right of recovery depended wholly on the agreement under which the corn was received.

The distinction usually drawn between a bailment and sale, the court says, is that in the former case the subject of the contract, although possibly in an altered form, is to be restored to the owner; while in the latter case there is no obligation to return the specific article, the party receiving it being at liberty to return some other thing of equal value for it. To meet the apparent exigencies of commerce, it then explains, the rule has been somewhat extended by it. So that where grain is stored with the understanding that it may be mixed with other grain of like quality and kind and the warehouseman may buy and mix his own therewith and ship and sell therefrom, the owner does not lose title to his proportionate share of the grain, even though the identity of the entire mass has changed through additions and subtractions. In such a case, if more than was stored remains on hand, each may obtain the quantity deposited.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 7, 1901, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	1,456,000	24,000	867,000	70,000	.....
Boston	462,000	113,000	411,000	.....	.....
Buffalo	1,100,000	1,145,000	514,000	87,000	83,000
do. afloat	.....	.....	.....	.....	.....
Chicago	4,852,000	6,969,000	1,610,000	260,000	1,000
do. afloat	.....	.....	.....	.....	.....
Detroit	332,000	67,000	102,000	210,000	6,000
Duluth	1,611,000	636,000	455,000	405,000	150,000
do. afloat	.....	.....	.....	.....	.....
Fort William	295,000	.....	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
Galveston	573,000	.....	.....	.....	.....
Indianapolis	512,000	22,000	21,000	2,000	.....
Kansas City	1,219,000	261,000	116,000	.....	.....
Milwaukee	111,000	322,000	403,000	22,000	31,000
do. afloat	.....	.....	.....	.....	.....
Minneapolis	4,952,000	13,000	570,000	37,000	113,000
Montreal	97,000	33,000	84,000	6,000	24,000
New Orleans	467,000	70,000	.....	.....	.....
do. afloat	.....	.....	.....	.....	.....
New York	2,853,000	498,000	677,000	76,000	88,000
do. afloat	102,000	9,000	.....	.....	.....
Peoria	758,000	19,000	306,000	9,000	.....
Philadelphia	559,000	84,000	66,000	.....	.....
St. Louis	3,370,000	471,000	283,000	59,000	2,700
do. afloat	50,000	.....	.....	.....	.....
Toledo	855,000	617,000	915,000	382,000	6,000
do. afloat	.....	.....	.....	.....	.....
Toronto	8,000	.....	2,000	.....	9,000
On Canals	390,000	378,000	399,000	.....	10,000
On Lakes	1,388,000	1,372,000	98,000	20,000	140,000
On Miss. River	.....	.....	.....	.....	.....
Grand Total	28,440,000	13,123,000	7,378,000	1,645,000	663,000
Corresponding date 1900	51,735,000	5,357,000	8,825,000	831,000	457,000
Weekly Inc.	650,000	447,000	477,000	156,000	119,000
Weekly Dec.	.....	.....	.....	.....	.....

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the ten weeks ending September 9, for the last two years, according to the Cincinnati Price Current, were as follows:

	1901.	1900.
St. Louis	10,290,000	9,584,000
Toledo	3,515,000	3,075,000
Detroit	625,000	538,000
Kansas City	10,279,000	14,782,000
Winter	24,759,000	27,979,000
Chicago	16,928,000	12,510,000
Milwaukee	1,403,000	1,227,000
Minneapolis	13,792,000	11,638,000
Duluth	4,173,000	2,408,000
Spring	36,296,000	27,843,000
Total bus., 10 weeks	61,055,000	58,822,000

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Sept. 12 has been as follows:

	No. 2* R. W. WHT	No. 1 NO. 2* SP. WHT.	No. 2 CORN.	No. 2 OATS.	No. 2 RYE.	No. 1 N. W. FLAXSEED
August	Low.	High.	Low.	High.	Low.	High.
12	74	74	77	59 1/2	59 1/2	37
13	73 1/2	73 1/2	76	59 1/2	59 1/2	37
14	73	73 1/2	76 1/2	58 1/2	58 1/2	36 1/2
15	72 1/2	72 1/2	71 1/2	57 1/2	57 1/2	36 1/2
16	71	72	70 1/2	56 1/2	56 1/2	36
17	71 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
18	71 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
19	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
20	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
21	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
22	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
23	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
24	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
25	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
26	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
27	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
28	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
29	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
30	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
31	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
Sept.	Low.	High.	Low.	High.	Low.	High.
1	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
2	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
3	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
4	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
5	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
6	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
7	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
8	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
9	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
10	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
11	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2
12	70 1/2	71 1/2	70 1/2	56 1/2	56 1/2	36 1/2

* Nominal price. + Holiday.

During the week ending August 16, prime contract timothy seed sold at \$5.35@5.75 per cental; prime contract clover seed at \$10@10.25; Hungarian at \$0.75@0.90; German millet at \$0.80@1.10; buckwheat at \$0.90@1.20 per 100 pounds.

During the week ending August 23, prime con-

tract timothy seed sold at \$5.25@5.60 per cental; prime contract clover seed at \$10@10.25; Hungarian at 75 to 90 cents; German millet at \$0.80@1.10; buckwheat at \$0.90@1.20.

During the week ending August 30 prime contract timothy seed sold at \$5.35@5.60 per cental; prime contract clover seed at \$9.75@10.25; Hungarian at \$0.75@1.00; German millet at \$0.80@1.15; buckwheat at \$0.80@1.20.

During the week ending September 6 prime contract timothy seed sold at \$5.35@5.40 per cental; prime contract clover seed at \$8.50@9.85; Hungarian at \$0.75@1.00; German millet at \$0.90@1.15; buckwheat at \$0.80@1.20.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of August, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	6,082,164	1,340,008
Corn, bushels	155,356	2,041,265
Oats, bushels	647,989	725,378
Barley, bushels	158	50
Rye, bushels	157,307	30,359
Timothy Seed, bushels	8,838	3,588
Clover Seed, bushels	573	4,371
Hay, tons	1,357	1,878
Flour, bbls.	330,395	363,949

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	1,469,745	1,057,287
Corn, bushels	66,597	1,573,782
Oats, bushels	604,113	949,962
Barley, bushels	.....	9,999
Rye, bushels	600	3,119
Flax Seed, bushels	.....	5,600
Hay, tons	5,890	27,847
Flour, barrels	235,784	227,909

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	8,377,826	2,654,248
Corn, bushels	6,017,004	4,695,040
Oats, bushels	10,245,025	11,833,362
Barley, bushels	729,342	421,950
Rye, bushels	309,137	162,091
Timothy Seed, lb.	8,980,550	4,471,513
Clover Seed, lb.	427,692	1,041,439
Other Grass Seed, lb.	625,420	166,700
Flaxseed, bushels	492,582	181,979
Broom Corn, lb.	2,745,350	101,100
Hay, tons	19,145	14,256
Flour, barrels	668,300	475,080

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	109,247	358,387
Corn, bushels	629,137	372,099
Oats, bushels	656,589	696,220
Barley, bushels	12,501	16,812
Rye, bushels	65,714	40,298
Timothy Seed, bags	7,730	4,343
Clover Seed, bags	734	1,026
Other Grass Seeds, bags	9,341	5,258
Hay, tons	10,221	5,120
Flour, barrels	201,609	130,570

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	347,215	230,272
Corn, bushels	532,826	240,739
Oats, bushels	1,385,763	2,067,518
Barley, bushels	.....	714
Rye, bushels	929	.....
Flaxseed, bushels	.....	11,463
Hay, tons	4,007	11,463
Flour, barrels	44,740	74,670

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	333,992	168,194
Corn, bushels	245,739	238,711
Oats, bushels	668,076	418,629
Barley, bushels	25,290	1,879
Rye, bushels	281,386	91,250
Hay, tons	33,750	35,700
Flour, barrels	.....	23,400

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	1,893,592	1,179,128
Corn, bushels	1,418	211,216
Oats, bushels	54,415	29,655
Barley, bushels	132,843	75,791
Rye, bushels	218,972	37,542
Flaxseed, bushels	260,422	45,360
Flour production, bbls.	671,855	460,985

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	3,194,457
Corn, bushels	1,412,784

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	4,870,400	8,469,600
Corn, bushels	1,260,000	484,500
Oats, bushels	873,600	342,000
Barley, bushels	659,300	463,100
Rye, bushels	11,500	46,900
Flaxseed, bushels	14,710	16,950
Flour, barrels	312,550	296,915

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	606,750	550,900
Corn, bushels	173,700	432,650
Oats, bushels	880,400	505,200
Barley, bushels	659,300	463,100
Rye, bushels	11,500	46,900
Flaxseed, lb.	141,800	71,020
Clover Seed, lb.	16,125	3,380
Hay, tons	1,491	1,184
Flour, barrels	312,550	296,915

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	7,977,230	5,850,000
Corn, bushels	201,840	232,820
Oats, bushels	1,312,230	749,150
Barley, bushels	1,244,840	273,050
Rye, bushels	335,960	29,640
Flaxseed, bushels	432,690	161,900
Hay, tons	2,865	2,319
Flour, barrels	20,183	12,590

MONTREAL—Reported by Geo. Hadrill, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	2,108,887	1,547,537
Corn, bushels	109,196	2,166,174
Oats, bushels	62,834	378,591
Barley, bushels	35,109	9,460
Rye, bushels	46,155	39,041
Flaxseed, bushels	.....	62,300
Flour, bbls.	110,088	117,890

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
	1901.	1900.
Wheat, bushels	561,300	68,850
Corn, bushels	1,774,316	1,304,800
Oats, bushels	1,290,530	1,898,000
Barley, bushels	32,000	22,050
Rye, bushels	19,600	1

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

The Peavey Elevator has been declared regular by the directors of the Chicago Board of Trade.

H. Mueller & Co.'s elevator at Fifty-fifth street and Stewart avenue, since the completion of improvements mentioned recently, has been painted a somber black.

The Illinois Central Railroad Company has begun the construction of an addition to its Central Elevator B on the north pier, at the foot of South Water street. The building will extend over an area of 64 by 303 feet, and there will be a boiler house 32 by 60, and an engine house 37 by 59. The plans were prepared by the company's architect, F. T. Bacon, and the George B. Swift Company has the contract for construction. It will cost \$150,000.

At the Calumet Grain & Elevator Co.'s plant at South Chicago, all buildings having frame exteriors and all shingle roofs have been ironclad and the whole painted a dark red, adding very materially to their appearance. These houses of late have shipped considerable grain east by water, as follows: On August 10, by the steamer *Commodore*, 49,546 bushels of wheat. On August 11 by the steamer *Ottawa*, 68,000 bushels of wheat. August 13 by steamer *Saranac*, 50,000 bushels of wheat. August 14, by the steamer *Morley* 147,373 bushels of oats, and on the 16th the steamer *Omaha* took 66,000 bushels of wheat.

George A. Seaverns Sr. of Chicago has retired and his grain and warehouse business has been taken over by a group of wealthy men, headed by John J. Bryant. The new concerns have a capital of \$750,000, and have purchased the warehouses and shipping business which has been built up during the many years Mr. Seaverns has been in the trade. There are three new corporations, the Seaverns Elevator Company, with \$500,000 capital stock, which is to operate the Seaverns private warehouses here and at Davenport; the Alton Elevator Company, with \$50,000 capital, which will operate the Alton regular elevator, and the Alton Grain Company, with \$200,000 capital, which will merchandise and do a regular grain business. These companies have already been incorporated. The capital has been raised by John J. Bryant, who has been in the grain business for many years and made a fortune at it. He will be the president of the different companies. Ogden Armour is largely interested, and George E. Marcy of the Armour Elevator Company is a director of the new companies, representing Mr. Armour's interest. George A. Seaverns Jr. is secretary of the new companies.

ILLINOIS.

M. A. Leach has a brand new elevator at Cornland, Ill.

Ben Burgess has bought the Skinner Elevator at Essex, Ill.

Lemaire & Thornton are building a new elevator at Oquawka, Ill.

Steiner & Son contemplates erecting an elevator at Mackinaw, Ill.

Albert Buckholz has sold his elevator at Melvin, Ill., to M. F. Starz.

Samuel H. Patterson, Dixon, Ill., has sold out his grain and flour business.

Mrs. Ella Gibson is the owner of a new grain warehouse at Mason, Ill.

Chas. Henn, grain dealer at Borton, Ill., is building an additional warehouse.

P. K. Wilson has added a new steam engine to his elevator plant at Birkbeck, Ill.

Brown & Co. have sold their elevator at Lovington, Ill., to Terre Haute parties.

E. W. Davis of Cadwell, Ill., has purchased Geo. M. Ashmore's elevator at Lovington.

Greenleaf & Co. of Jacksonville, Ill., will erect elevators at Drake and Pegram, Ill.

The addition to the Iowa Elevator at Peoria is expected to be completed about October 1.

Bruce & Jamieson have succeeded Jamieson & Bartley in the grain business at Seneca, Ill.

J. Outhier has built an elevator at McCall Station, near Ferris, Ill., and will ship grain and hay.

Jenkins & Moschel have remodeled their elevator at Washington, Ill., and installed an electric motor.

G. T. Burrell & Co., Chicago, have taken the contract to rebuild the Illinois Central Grain Elevator

at Chatsworth, Ill., which was burned the first of August.

Sperling & Jones are building an addition to their elevator at Dewey, Ill., and will install a gasoline engine.

E. J. Phillips has purchased the interest of C. J. Meyer in the grain firm of Meyer & Stocker at Peotone, Ill.

Darnall & Spencer are erecting a brick building to accommodate the office of their grain business at McLean, Ill.

Fred Oberhelman, Sublette, Ill., who has been in the grain business for 30 years, contemplates retiring this fall.

The Hardy Coal Co., Chicago, has been incorporated with a capital stock of \$6,000 to deal in grain and fuel.

The grain and lumber firm of Aug. Borchardt & Bro. at St. Peter, Ill., has been changed to A. Borchardt & Co.

Hayward Bros. have purchased an elevator at Cooksville, McLean County. E. G. Hayward will take charge of it.

T. A. Brown of Lewistown, Ill., recently purchased a New Process Sheller and Cleaner from the Marseilles Mfg. Co.

U. M. Holmes of Cooksville, Ill., is reported to have sold out his elevator and grain business, but retains his lumber business.

The elevator at Meriden, Ill., has installed a Webster Gasoline Engine to replace an engine which was too small for the work.

B. S. Tyler & Co. of Decatur, are building a 7,000-bushel elevator at Sangamon, Ill., which will be managed by J. P. Lichtenberger.

The Neola Elevator Co. of Chicago has purchased an elevator at Green Oak, Ill., making five now controlled by them in Bureau County.

A sidetrack has been put in at Morris, Ill., for the new elevator of the Morris Grain Co. and the new oatmeal mill of Elerding & Norton.

Best & Wakefield, Princeville, Ill., began business in their new elevator early last month, about 3,000 bushels of grain being taken in the first day.

A. J. Leslie of Meredosia, Ill., who is remodeling his elevator at Naples, has purchased the necessary machinery from the Marseilles Mfg. Co.

J. G. Jansen of Pekin, Ill., is reported to have purchased land near the Vandalia depot at Mackinaw, Ill., on which he will erect an elevator.

Abel, Brooks & Co. of Pekin, Ill., whose elevator at Deer Creek was burned last month, have adjusted their insurance and will rebuild immediately.

Sumacher & Harrison have purchased of E. Benckendorf the old Kern Elevator at Dwight, Ill. Kern's new elevator is now taking in grain.

Rodman & Moll are successors to the Kirker & Rodman Co. at Moweaqua, Ill. They report corn in their vicinity as being hardly half a crop.

Carrington, Hannah & Co. have completed a 12,000-bushel elevator at Barclay, Ill., and are now erecting one of the same size at Midland City.

H. H. Little and other farmers in the vicinity of Kemp, Ill., have organized a company and expect to build an elevator there during the present month.

E. C. Sale of Champaign, Ill., has purchased the P. S. Peterson Elevator at Dickerson, Champaign County, in the heart of the corn belt in that section.

Last month the grain business of Robert Andrews & Co. at Washington, Ill., passed into the hands of Ellis & Wagner of Deer Creek. They expect to erect a new elevator of 50,000 bushels' capacity.

The Turner-Costello Grain Co., Mount Auburn, Ill., has been incorporated with a capital of \$20,000 to deal in grain, lumber and coal. The incorporators are Thomas Costello, John Crocker and J. W. Turner.

S. C. Bartlett & Co. of Peoria, Ill., are to erect a large elevator at the new town of Van Petten, seven miles south of Nelson, on the new line of the Peoria & Northwestern. A. G. Van Petten, owner of the town site, is to manage the elevator.

An elevator was built on the Croft farm, south-east of Magnolia, a few weeks ago, and grain is being received and stored awaiting the completion of the new Toluca, Marquette & Northern Railroad, which will probably be about October 1.

A new elevator was completed last month at Rumpier, a new station on the Big Four in Champaign County, Illinois. A prize of \$25 in gold was given to John Hays for bringing in the largest load

of corn, which was 114 bushels and 36 pounds. The same prize on oats was given to W. White, who had 201 bushels and 18 pounds.

The La Rose Grain Co. of La Rose, Ill., are extensively repairing their line of elevators on the Chicago & Alton line and have placed an order with the Hall Distributor Co. of Omaha, Neb., for four of their improved 6-inch, 8-duct distributors.

The Chicago Title & Trust Co. has been appointed receiver for C. H. Horn, Crete, Ill. Mr. Horn had long been a prominent dealer in grain, hay, feed, seeds, flour, etc. The indebtedness is reported as being about \$11,000, with assets of about \$9,000.

The Northwestern Elevator & Grain Co., Peoria, Ill., has been incorporated with a capital stock of \$50,000, by William Jack, John G. Jones and John Dalton. They intend to build a line of elevators along the extension of the Northwestern from near Sterling to Peoria.

CENTRAL.

A bean elevator is being erected at Oxford, Mich.

S. B. Miller has purchased the elevator at Englewood, Ohio.

An elevator is to be erected at once at St. Henry, Ohio.

Henry Eoff has a new grain elevator at Fountain, Mich.

W. H. Schaeffer has closed out his feed business at Dayton, Ohio.

Patty & Coppock, Fletcher, Ohio, are completing a fine new elevator.

M. Kent and C. R. White are completing a grain elevator at Vicksburg, Mich.

J. K. Campbell & Son will rebuild their elevator at West Milton, Ohio, at once.

A second elevator is being built at Gaston, Ind., by the Daubenspeck Grain Co.

Harry J. Gordon contemplates retiring from the grain business at Clyde, Ohio.

The Small Grain Co.'s new elevator at Evansville, Ind., is nearing completion.

C. W. Pierce & Son of Union City, Ind., will erect an elevator at Ansonia, Ohio.

Nutt & Wells have sold their grain elevator at Allentown, Ohio, to Zartman & Little of Xenia.

Wilber Oglesbee has built an elevator on the Ohio Southern Railway near Lumberton, Ohio.

James Daffoe & Son have leased the elevator at Grassmere, Mich., which has been closed for some time.

M. A. Clark and Louis Seng have rented a warehouse at Jasper, Ind., and are buying wheat and clover seed.

The grain firm of Strong & Lauck, Bucyrus, Ohio, has been dissolved and B. F. Lauck continues the business.

The Stockbridge Elevator Co. have purchased at Alma, Mich., this fall, over 1,200 tons of unthrashed rye.

W. L. Skinner has put into operation his new elevator at Dunkirk, Ind. It is the only elevator in that place.

Smith, Springer & Co. of New York have contracted for the erection of a grain elevator at Mt. Morris, Mich.

M. W. Morton has sold out his business at Grape, Mich., and purchased the Eagle Mill and Elevator at Kalamazoo.

Colby & Calkins Co. have completed their elevator at Perry, Mich., and are now taking in beans, clover seed and grain.

H. A. Brooks has sold his interest in the grain business at Nashville, Mich., to his partner, Richard Townsend.

R. Turner & Son, millers and grain dealers at Avery, Ohio, will build a 10,000-bushel elevator at Prout's Station.

The new Churchill-White Elevator at South Bend, Ind., is expected to be ready for business about October 1.

Thos. Barrowman, Vincennes, Ind., has installed an elevator stand, grain cleaner and gas engine in his warehouse.

R. P. Lipe of Toledo is rebuilding his elevator at Bryan, Ohio, which was burned in July last, after having been in use only six or eight months. It is 32x60 feet in size and 40 feet high. It will have 18 bins and, with the parts of the old house saved

from the flames, will give Mr. Lipe 80,000 bushels' storage capacity at this station.

Fleischmann & Co., Cincinnati, Ohio, are about to build a large additional grain elevator at their plant at Riverside.

An attempt is being made at Watervliet, Mich., to organize a stock company and build a grain elevator and flour mill.

Bailey, Bunnell & Co. have completed an elevator at Winslow, on the Pennsylvania Railroad west of Wamatah, Ind.

It is reported that storage for about 100,000 bushels of corn will be built in connection with the elevator at Needham, Ind.

Stultz & Harmon have completed at Monroe, Ind., an elevator with capacity for 15,000 bushels of small grain and 30,000 bushels of corn.

Jas. F. Morgan, secretary and treasurer of the Jackson Grain & Flour Company, Wellston, Ohio, has sold his interest to J. H. Harshbarger.

Goodrich Bros.' large elevator at New Castle, Ind., is being torn down and moved to Gaston, where it is expected to prove a more profitable investment.

Kirkpatrick Bros. of Raub, Ind., will build an elevator at the new town of Freeland, in Benton County, at the terminus of the new branch of the C. & E. I.

Harting & Co. of Elwood, Ind., have placed an order with the Hall Distributor Co. of Omaha, Neb., for an improved distributor to be installed in their building at this place.

Hankins Bros., Bannister, Mich., opened their elevator for business last month and took in 5,000 bushels of grain the first three days. They have a large gasoline engine, also fine facilities for handling hay.

The McLane-Swift Elevator Co. of Battle Creek, Mich., have decided not to rebuild their elevator before next spring. In the meantime they are using the Linhan Elevator on the Cincinnati Northern tracks.

The Goeman Grain Co., with home offices at 607 and 608 Rialto Building, Chicago, Ill., commenced work the last of August on a 100,000-bushel transfer elevator at Mansfield, Ohio. The contract was let to John S. Metcalf Co. The Goeman Grain Co. recently incorporated with a capital stock of \$100,000. Henry L. Goeman is president of the company.

EASTERN.

Wm. T. McLaughlin will open a grain and hay store at Hyde Park, Mass.

Chas. H. Jenkins, York Corners, Me., will build an annex to his grain store.

J. E. Tibbetts & Co. of Auburn, Me., will build an annex to their grain store.

Luther Brill has erected an elevator in connection with his flouring mill at Star Tannery, Va.

C. W. Place, manager of the Saco grist mill, will open a grain store on Pepperell Square, Biddeford, Me.

The firm of Royce Bros., operating a general store and grain business at West Springfield, Mass., has been dissolved.

Geo. W. Carl, grain merchant at Waterboro Center, Me., has installed a 40-horsepower gasoline engine and grinding outfit.

Moses H. Rolfe, grain merchant at 43 Water street, Newburyport, Mass., is to erect a new grain elevator in the rear of his present premises.

Kennedy & Loring, grain dealers at Central Village, Conn., for the past eleven years, have dissolved partnership and E. H. Kennedy continues the business alone.

The Grand Trunk yards at Portland, Me., is a busy place these days. Several hundred men are engaged in erecting the 1,500,000 bushel elevator, power house, docks, etc.

Daniel Denny has entered the grain, hay and produce firm of DeLamater & Co. at Weedsport, N. Y., and the firm name has been changed to Denny, DeLamater & Co.

The Smith & St. John Company of Walton, Delaware County, N. Y., has been incorporated to deal in flour, feed, grain, lumber, coal, etc. The company has a capital of \$10,000, and the directors are: John C. Smith, Robert B. St. John and Fred A. St. John of Walton, Delaware County.

The Paxton Flour and Feed Company of Harrisburg, Pa., has secured control of seven of the largest grain warehouses in the Cumberland Valley, and now has more storage capacity than any company in that part of the state. Among the warehouses recently secured are those at Kerrsville and

Huntsdale. The others are Harrisburg, Bridgeport, Bowmansdale, Middlesex and Carlisle.

Jefferson B. Foard, Middletown, Del., has retired from the grain business in which he has been engaged for more than thirty years. He is succeeded by his son-in-law, Frank R. Pool.

Edward Bayhen, a grain and feed dealer of Grand avenue, New Haven, Conn., who recently went into bankruptcy, is trying to make a settlement with creditors at 40 cents on the dollar.

C. B. & F. H. Goss of Melrose, Mass., last month began doing business in their new elevator at Melrose, Mass. It is the first elevator in that section that has a modern grain handling equipment and is therefore something of a novelty to the firm's many customers. It has a power shovel for unloading bucket elevators, screw conveyors, suction fan to remove dust and dirt, and hopper bottom bins for holding 12,000 to 15,000 bushels of grain. The firm has been in business in Melrose for thirteen years.

The largest grain elevator in the world—capacity 4,000,000 bushels—is to be built at Weehawken, N. J., by the Chicago firm of George M. Moulton & Co., architects and engineers, for the New York Central & Hudson River Railroad on its West Shore line. The foundation of the new elevator is to be finished by the first of the coming year, and one-half of the elevator, with 2,000,000 bushels' capacity, is to be completed by Oct. 1, 1902. The entire cost of the elevator will be \$1,800,000 and of freight sheds adjoining \$200,000. In addition Moulton & Co. have the contract for remodeling a big elevator at Weehawken, N. J., at a cost of \$250,000, so that vessels may be loaded from it. The elevator will be of fireproof construction and cover an area of 35,750 square feet. The frame will be of steel and the walls of brick and hollow tile. The bins will be of steel, 72 feet in depth, and instead of being cylindrical in shape will be square. The motive power for operating the machinery will be electricity, furnished from a central station. The enterprise is one that will mark a new era in the shipment of grain from the port of New York, where the present plan of loading grain from lighters is slow and expensive.

THE DAKOTAS.

Ayr, N. D., has a new grain elevator.

Waverly, S. D., has a newly completed elevator.

An elevator is being built at Pitcairn, N. D., by A. K. Tweto.

Doyon & Wilson have put up an elevator at Doyon, N. D.

Pendroy Bros. & Co. are building an elevator at Balfour, N. D.

Warner & Clifford have completed an elevator at Hazel, S. D.

Alpena, S. D., will have four grain elevators in operation this fall.

M. Latimer has purchased A. D. Eckhart's elevator at Ashton, S. D.

Geo. Lippman of Granville, N. D., is building an elevator at Norwich.

King & Co. is the name of a new grain buying firm at Yankton, S. D.

F. N. Chaffee is completing a 25,000-bushel elevator at Carrington, N. D.

Sol Walters recently made improvements on his elevator at Bruce, S. D.

The Royal Elevator Co. has a house nearing completion at Balfour, N. D.

The Royal Elevator Company have completed an elevator at Flaxton, N. D.

W. C. Leistikow of Grafton is completing an elevator at Cavalier, N. D.

The Farmers' Elevator Co. has succeeded N. C. Jensen at Argusville, N. D.

The Mandan Mercantile Company are building an elevator at Mannheim, N. D.

The Crown Elevator Company have completed their elevator at Redfield, S. D.

The combined elevator capacity at Bathgate, N. D., is about 300,000 bushels.

The farmers around Harwood, N. D., have decided not to build an elevator this year.

The McCaul-Webster Grain Company are building an elevator at Meckling, S. D.

The Farmers' Elevator at Bruce, S. D., has been opened with Ole Thompson as agent.

The Interstate Elevator Company have just completed an elevator at Frankfort, S. D.

Hans Kalberg has been engaged to buy grain for Bingham Bros. at Volga, S. D. This elevator is in

fine condition, having been thoroughly overhauled during the summer.

Ernest Weiland has sold his elevator at Delmont, S. D., to Carlton & Birdsley of Armour.

Andrews & Gage of Minneapolis have completed new elevators at Marion and Alice, N. D.

R. A. Stewart of Towner, N. D., is completing a 25,000-bushel elevator at Church's Ferry.

Fred Babcock has overhauled his elevator at Babcock, N. D., and put in a new dump scale.

The Osborn-McMillan Elevator Company have just finished a new elevator at Ashley, N. D.

J. E. Salisbury is agent at the newly completed St. Anthony & Dakota Elevator at Orvilla, N. D.

The Crown Elevator Company have put up an elevator alongside their flat house at Orient, S. D.

C. M. Maxwell has succeeded to the grain business of Parmenter & Maxwell at Scotland, S. D.

The Heising Elevator Co. of Minneapolis, Minn., are building a 40,000-bushel elevator at Berwick, N. D.

Oliver Knudson's new elevator at Michigan City, N. D., has been completed, giving that town four elevators.

P. H. Reidy has built a 5,000-bushel elevator at Cando, N. D. The Imperial Elevator Co. will also build there.

The Cargill Elevator at Langdon, N. D., has been enlarged to 50,000 bushels' capacity. J. J. Souch is the local buyer.

The Powers Elevator Company of Minneapolis have completed an elevator at the new town of Josephine, N. D.

Contractor L. O. Hickok last month completed a 30,000-bushel elevator at Devils Lake, N. D., for Winter & Ames.

The St. Anthony & Dakota Elevator at Warren, N. D., is reported to have been closed because of drowned out crops.

The Lake Preston Milling Co. is completing an elevator at Vienna, S. D. It is in charge of H. M. Stangland, local agent.

The elevator being erected at Willow City, N. D., by the Minneapolis & Western Grain Co., is about ready to take in grain.

F. A. Bagg is building a nice elevator at Wahpeton, N. D., which contains a full equipment of wheat cleaning machinery.

The Powers Elevator Company of Minneapolis have built an elevator at Windsor, a small station west of Jamestown, N. D.

J. E. Walker has disposed of his interest in the grain elevators at Bridgewater and Chancellor, S. D., to his partners, the Mayer Bros.

Binford, N. D., opens the fall trade with two new elevators and a feed mill. One of these is a Monarch Elevator in charge of O. Pritz.

The engine house of the St. Anthony & Dakota Elevator Co. at Willow City, N. D., has been enlarged to accommodate their 10-horsepower engine.

The Monarch Elevator Company and the Great Western Elevator Company have just completed new elevators at Nome, N. D., also two at Litchville, N. D.

W. H. Keenan has returned to Voss, N. D., as buyer for the McHugh & Gardner Elevator Company. All the elevators at this place have been repaired for the fall business.

The Minneapolis & Northern Elevator at Edinburg, N. D., which has been closed for a year, has been reopened in charge of C. P. Hinman. It was greatly improved during the summer.

Henry Pathman is doing business this fall in a fine new elevator at Richardton, N. D. The equipment is thoroughly modern and includes a gasoline engine located in a stone power house.

The St. Anthony & Dakota Elevator Company have installed a 10 horse-power gas engine in place of a smaller one, to give them sufficient power for their feed mill as well as the elevator.

Younglove & Boggess Co., elevator builders, have completed two 12,000-bushel elevators at Worthing, S. D., one for the Spencer Grain Co. of Minneapolis, and the other for the Hunting Elevator Co. of McGregor, Iowa.

An engine house is being built at the Osborne-McMillan elevator at Fessenden, N. D., and a 6-horsepower engine installed to take the place of the horse formerly used. Larger elevator cups will also be put on.

General Washburn expects to have his new railroad in operation from Bismarck to Washburn, McLean Co., N. D., soon after the middle of September. Crops are fine in that section of the state and the road is expected to have all the business it can

handle. A 50,000-bushel elevator has been built at Washburn.

The Doyon-Wilson Elevator Co., Doyon, Ramsey Co., N. D., has been incorporated by C. H. Doyon, J. E. Wilson, Alice Doyon and G. W. Wilson.

The Van Dusen Elevator at Houghton, S. D., has been torn down and removed to Crandon. The Atlas Company, which has been using the Van Dusen house, will now repair and use its own elevator.

H. H. Minthorn, Bradley, S. D., has overhauled the old Mathewson Elevator which he purchased last spring. With the new gasoline engine which he installed the house is now in fine condition to handle grain.

Charles Barta of Mapes, N. D., who has bought grain at that place for the last ten years for the Minneapolis & Northern Elevator Company, is completing a new elevator and will buy grain on his own account.

WISCONSIN AND MINNESOTA.

H. K. May has purchased an elevator at Hampton, Minn.

A. T. Sanders has his new elevator in operation at Fisk, Wis.

A new elevator has been put into service at Okabena, Minn.

John Waugh has just completed a nice elevator at Smithton, Wis.

The Lena Roller Mills are completing an elevator at Lena, Wis.

Hatch & Anderson have completed their elevator at Battle Lake, Minn.

A. E. Cowie has taken charge of the new elevator at Perley, Minn.

The Independent Elevator Co. has completed its elevator at Climax, Minn.

J. C. Geraghty of St. Paul has purchased the elevator at Castle Rock, Minn.

The Imperial Elevator Co. has purchased Hall Bros.' elevator at Foley, Minn.

Andrews & Gage of Minneapolis will build a 20,000-bushel elevator at Bagley, Minn.

The Independent Elevator Co. will build a 35,000-bushel elevator at Kragness, Minn.

The Peavey Elevator at Wheeler, Minn., is being extensively remodeled and improved.

Peter Manderfeld of New Ulm, Minn., has completed a 25,000-bushel elevator at Gibbon.

The Albert Lea Milling Co. has purchased the Cargill Elevator at Twin Lakes, Minn.

A. Heden has rented and is operating the Englund & Ness Elevator at Starbuck, Minn.

James Lytle of Jefferson, Wis., has purchased from W. H. Kuehn his elevator at Juneau.

The Northwestern Elevator at Rothsay, Minn., has been reopened in charge of A. F. Geisler.

The Monarch Elevator Co. have installed a gasoline engine in their elevator at Barry, Minn.

The Northern Supply Co. will build a grain elevator and produce warehouse at Almota, Wis.

The Globe Mills Elevator at Perham, Minn., was recently remodeled and a dump scale installed.

P. H. Jones has sold his elevator at Belview, Minn., to the Citizens' Elevator Co. of Minneapolis.

Byrnes Bros. of Wells, Minn., have opened an elevator at Nerstrand in charge of N. T. Nelson.

The Kensington Milling Co. will operate the Farmers' Elevator at Kensington, Minn., this season.

The Minnesota & Western Elevator Co. have completed their 40,000-bushel elevator at Ruthton, Minn.

The Skewis & Moen Elevator Co. will immediately rebuild their burned elevator at Worthington, Minn.

Andrew Teslow, Hoffman, Minn., is now doing business in his finely equipped 10,000-bushel elevator.

The Thorpe Elevator Co., Fertile, Minn., has let the contract for a 20,000-bushel elevator at Judson siding.

Stevenson & Co. have opened their elevator at Stewartville, Minn., with Thomas P. Logan as local manager.

The Pacific Elevator at Belview, Minn., was reopened last month with A. E. Pehrson of Fairfax as local agent. It had been closed for a whole year.

Alex. Beaudreau has purchased the Farmers' Elevator at Sauk Center, Minn., for \$3,200. He was buyer for the company during the past two years. This sale will leave the stockholders of

the farmers' company an indebtedness of about \$800, for which they will be assessed about \$7 per share.

D. Wood of Whitehall, Minn., is remodeling his grain warehouse, installing an elevator and gasoline engine.

G. H. Krumdick of Winona, Minn., has placed a new stone foundation under his elevator on East Second street.

The Great Western Elevator at Delhi, Minn., was completed last month and A. D. McLean is now in charge as buyer.

The Hunter Elevator at Austin, Minn., is now open for business under the management of Capt. L. B. Fairbanks.

An elevator agent at Huntley, Minn., west of Winnebago City, was robbed of \$700 one night recently by a lone burglar.

Hubbard & Palmer are erecting a 20,000-bushel elevator at Warner, a flag station between Luverne and Magnolia, Minn.

The Northwestern Grain Co. are building a 16,000-bushel elevator at Oakfield, Wis. George Day will be the operator.

The Minnesota Elevator Co. has rented Jennison Bros.' elevator at Walnut Grove, Minn., and placed Chas. McDonald in charge.

The Andrews & Gage Elevator Co. of Minneapolis are building an elevator alongside their flat house at Pine Lake, Minn.

The Schmid & Anderson Grain Co. have completed their new elevator at Seaford, Minn. Herman Boltz is their grain buyer.

The Crown Elevator Co. are building a 25,000-bushel elevator at Wood Lake, Minn., on the site of one recently destroyed by fire.

T. S. Chittenden & Co. of Ripon, Wis., will locate elevators at five different points along the new extension of the C. & N. W. Ry.

The Anchor Grain Co.'s elevator at Hadley, Minn., is nearly completed. The Peavey Elevator at that point is being greatly improved.

It is reported that a farmers' elevator company will be organized at Argyle, Minn., to purchase and operate the James Scott Elevator.

The Interstate Grain Co. has opened its elevator at Bertha, Minn., with Chas. Hartung as buyer. This house was closed all last year.

The Northwestern Elevator at Litchfield, Minn., is being extensively improved under the direction of the local manager, J. E. Elliott.

G. T. Honstain, the Minneapolis elevator contractor, is building a 60,000-bushel elevator for the Marshall Milling Co., Marshall, Minn.

The Peavey Elevator Co. have moved their elevator to a new site at Willmar, Minn., and are increasing its capacity to about 75,000 bushels.

The Sleepy Eye Milling Co.'s elevator at Evan, Minn., has been thoroughly remodeled and a gasoline engine put in to replace the horsepower.

The Eagle Roller Mill Co. of New Ulm, Minn., has installed a new dump scale at its elevator at Redwood Falls, where Darling Welch is buyer.

The Imperial Elevator Co. are building an addition to their elevator at Kennedy, Minn., and the Northwestern Grain Co. intend to do likewise.

The Independent Elevator at Donaldson, Minn., which was recently repaired, has been opened for business with F. W. Dargan as local manager.

The merchants of Fergus Falls, Minn., threaten to put a track buyer in the market there unless the local grain men "do the fair thing" by the farmers.

E. A. Brown of Luverne has completed an elevator, 24x28, with 33-foot cribbed bins, at Booge, Minn., giving that town two up-to-date elevators.

Geo. Law has disposed of his new elevator at Stanton, Minn., to Brooks, Griffith & Co. of Minneapolis, but will continue as their buyer at that place.

The Central Minnesota Power & Milling Co. has purchased the Merchants' Elevator at Sauk Center, Minn., operated for the past two years by F. B. Rowe.

Contractor W. S. Cleveland is completing an elevator for the Farmers' Elevator Co. at Clinton, Minn. C. H. Campbell has been engaged as wheat buyer.

Kern & Scofield of Charles City, Iowa, have built a 15,000-bushel elevator at London, Minn., and placed it in charge of Walter Stickney, a veteran buyer.

B. H. Woodworth, who has long represented the Peavey interests on the floor of the Chamber of Commerce, has resigned. Mr. Woodworth has purchased the controlling interest in a line of elevators, situated on the Soo line, and will in the

future devote his time to their management. The line will be controlled by the Woodworth Elevator Company, with headquarters in Minneapolis.

The National Elevator Company has purchased the Whitney Elevator at Richmond, Minn., and George Dean of Graceville has been engaged as manager.

Hubbard & Palmer's warehouse at Lake Crystal, Minn., has been converted into an elevator, a dump scale and gasoline engine being among the new equipment.

Bingham Bros. of New Ulm, Minn., after remodeling their elevator at Balaton and installing a dump scale and gasoline engine, have reopened it for business.

Younglove & Boggess Co. are completing a 20,000-bushel elevator at Wabasso, Minn., for the Farmers' Grain & Fuel Co. E. S. Beynon will have charge as buyer.

Lewis Sanborne of Minneapolis, who owns a lumber yard at Glenville, Minn., will build a grain elevator there this fall. He has engaged M. G. Bighley as buyer.

John Howard and P. J. Schwarz will buy grain in the old Robbins' Elevator at Dodge Center, Minn. They have put in a gasoline engine and other conveniences.

The long-established grain firm of Phelps & Bouton at Lake City, Minn., has been dissolved. Mr. Bouton retires while Frank W. Phelps continues the business alone.

Thos. Heid of Browerville, Minn., has purchased the grain and lumber business of Nutting & Co. of Clarissa, Minn. O. D. Spooner has been made manager of the new branch.

The old Merchants' Elevator at Melrose, Minn., has passed into the hands of the National Elevator Co. of Minneapolis. They have placed Fred Zieske of Garfield in charge.

The Farmers' Mercantile & Elevator Co. of Rice, Minn., has levied an assessment of \$10 a share on its stock to pay its debts. If these are not paid promptly the elevator will be sold.

Both elevators at Lintonville, Minn., were reopened last month. The operators are J. W. Feddema for the Atlantic Elevator Co., and M. J. Roelike for the Osborne-McMillan Co.

The Farmers' Elevator at Butterfield, Minn., has been completed. It is 30x30 feet, 67 feet high, with a brick office and engine room, the latter containing a 14-horsepower gasoline engine.

E. L. Welch, vice-president, has disposed of his interest in the Pacific Elevator Co. of Minneapolis to Henry Poehler. The company owns about 25 elevators on the Minneapolis & St. Louis Ry.

The St. Anthony & Dakota Elevator Co. are reported to have closed their house at Warren, Minn., on account of poor crops thereabouts, and have transferred their agent, Archie Sinclair, to Kennedy.

The Cargill Elevator Co. have built an addition 24x24 feet, 40 feet high, to their elevator at Herman, Minn. A gasoline engine and other conveniences have also been added. J. E. Arnold is the local agent.

The W. W. Cargill Co. have completed the rebuilding of their elevator at Oakland, Minn., and the S. Y. Hyde Elevator Co. are now building one at the same place. They have torn down their old flat house.

The American Grain Co., Minneapolis, Minn., has incorporated with a capital stock of \$50,000. The incorporators are W. S. McLaughlin, Allen B. Ellis, H. D. McLaughlin of Minneapolis, and John C. Gapp of Salem, S. D.

The Osakis Elevator Co., a farmers' organization that has been a financial failure, has sold its elevator at Osakis, Minn., to the Thorpe Elevator Co. for \$2,501. They have made some necessary repairs and opened the house for business.

Younglove & Boggess Co., the elevator builders, are finishing two elevators for the Wisconsin Elevator Co. of Roberts, Wis. One is a 20,000-bushel house at Hammond and the other a 10,000-bushel elevator with annexes at Elk Mound, Wis.

The Farmers' Elevator Co., Hector, Minn., are remodeling and enlarging their house by the addition of a building 28x32 feet, 60 feet high, making the combined capacity about 45,000 bushels. Power is supplied by a new 12-horsepower Fairbanks-Morse Gasoline Engine. A grain cleaner has also been installed.

The Tredway Elevator Company has purchased the grain house at Glencoe, Minn., known as the Wackolz Elevator, of Joseph Harris, and will utilize it as a terminal and mixing house in addition to the local business. The elevator is a 40,000-bushel house and has ample capacity for the use intended, which is for the convenience of the company's houses on

the H. & D. line and at Hutchinson. A. B. Tredway, now of Montevideo, will have charge of the Glencoe house.

The Business Men's Association of Alexandria, Minn., has leased the flat house owned by Van Hossen, Raiter & Brown and it is being remodeled into a very convenient elevator. This association says it will handle grain at cost in order to make a just and attractive market for farmers. Andrew Huseby of Urness has been engaged as buyer.

The Independent Grain Co. of Minneota, Minn., is having some financial troubles of its own. It has been doing business for two years. The first year a profit of \$1,216 was reported. At the annual meeting last June it was discovered that the company was about \$1,170 worse off than when it was organized, which would make the loss the second year \$2,386. At present the liabilities of the company exceed the available assets by \$2,800. At a special meeting of the stockholders, it was decided by an almost unanimous vote to assess each share of the capital stock of the company \$10, same to be paid within thirty days. If this is all paid it will bring about \$2,010 into the treasury, which will just double the original capital of the company.

WESTERN.

A grain elevator has been erected at Wilson Creek, Wash.

The Tacoma Grain Co. have completed an elevator at Reardan, Wash.

The Salt Lake-Cleveland Grain Company is completing a warehouse at Cache Junction, Utah.

The Puget Sound Warehouse Co. of Tacoma, Wash., has increased its capital stock from \$100,000 to \$150,000.

M. Madison, a farmer near Colfax, Wash., claims a yield of 60 bushels, machine measure, from 40 acres of little club wheat.

The Tacoma Grain Company has erected a warehouse on the new side track of the Northern Pacific, two miles north of Pullman, Wash.

The Vollmer-Clearwater Grain Company, Lewiston, Idaho, has purchased the Jump Warehouse at Welpe, and leased the Sweeney Warehouse at Stites.

F. H. McKay has located in Spokane, Wash., as manager of the Seattle Grain Company's new houses along the N. P. Railway in Eastern Washington.

The Escondido Lumber Co. is filling up its warehouse at San Marcos, Cal., with hay and grain. The yield in that section this season is said to exceed all expectations.

The Smurthwaite Produce Company of Salt Lake City has opened a branch at Logan, Utah, where they will buy grain and produce. Alfred Smurthwaite and J. W. Anderson are in charge.

The grain warehouse at Eden Siding, three miles north of Garfield, Wash., formerly operated by the farmers, has been sold to the Northwestern Warehouse Company of Portland and Tacoma, and G. M. Williams of Garfield has been placed in charge.

The Northwestern Warehouse Company of Portland have opened an office at Spokane, Wash., in charge of Lake France, formerly of Athena, Ore. He will buy grain from warehousemen for shipment direct to the company's docks in Portland and Tacoma.

David Taylor has built an additional grain room to his warehouse at the foot of Main street, Athena, Ore. A platform, 60x70, will be erected to the south of the present building, which, if found necessary, will be eventually covered and made a part of the storage house proper.

The Benepe-Owenhouse Company's elevator at Bozeman, Mont., was completely emptied last month, for the first time in its existence, so it is said. The occasion was taken advantage of to thoroughly clean and repair the house before the new crop began to come in.

At Garfield, Wash., last month a number of farmers pooled their wheat and sold it to the highest bidder, the Farmers' Warehouse Company. There were 20,000 bushels in the pool, and it sold for 45 cents per bushel net to the farmers, which was about 3 cents above the regular market quotations.

The Pacific Coast Elevator Company has built a large addition to its warehouse at Mockenemo, five miles west of Colfax, Wash., on the O. R. & N. For several years it has been necessary to erect temporary sheds to cover the grain received at this point, but this will be obviated by the new addition, which will hold a large amount of grain.

At St. John, Wash., the Pacific Coast Elevator Company handles the bulk of the grain, having an elevator and three large warehouses. J. D. Cummins and T. A. White are managing the business at this point. The old Kuhn warehouse, now the property of Balfour, Guthrie & Co., is managed by

E. E. Smith. Mr. Smith will resign his position this fall and remove with his family to California. Pascal Jennings will take Mr. Smith's place.

Aaron Kuhn of Colfax, Wash., the largest individual grain buyer in that state, has consolidated his warehouse business with that of Balfour, Guthrie & Co. of Portland. Mr. Kuhn owned 16 warehouses, all in Whitman County except one, which is in Moscow, Idaho, one mile from the state line. The combined interests have a total of 48 grain warehouses in Oregon and Washington, and will do business as the Interior Warehouse Company, with a capital stock of \$250,000. The consolidation includes the terminal warehouses of Balfour, Guthrie & Co. at Portland, where the headquarters and principal place of business will be located. Mr. Kuhn will have charge of the business in this part of the country. A. M. Scott, who has been in charge of Balfour, Guthrie & Co.'s business at Oakesdale, for the past year, will be traveling manager for the Palouse country, and will make Colfax his headquarters. The new firm will be one of the strongest firms doing business in the Palouse country, and will conduct a general warehouse business as well as an exporting business, using Portland, Tacoma and Seattle as exporting ports. Balfour, Guthrie & Co. have extensive interests at San Francisco, which are not included in the consolidation.

IOWA.

Bowen & Regin have built a corn crib near their elevator at Rossie, Iowa.

C. E. Stone & Co. have sold out their grain business at Spirit Lake, Iowa.

Wm. Wilke & Sons are building an elevator at the new town of Wilke, Iowa.

The Edmonds Elevator at Hinton, Iowa, has been opened for business.

J. R. Blair has completed the large addition to his elevator at Sloan, Iowa.

The Thor Lumber & Grain Co. have completed a fine elevator at Thor, Iowa.

F. W. Crane has succeeded J. F. Kyle in the grain business at Coin, Iowa.

De Cou Bros. have opened their elevator at Woodbine, Iowa, for the season.

A. Herrig, Wall Lake, Iowa, has installed a gasoline engine in his elevator.

A. A. Weston sold his elevator at Victor, Iowa, and gave possession September 10.

St. John Bros. have purchased Jas. A. Smith's grain business at Spirit Lake, Iowa.

Frank Orr, recently of Randolph, Minn., has purchased an elevator at Woden, Iowa.

Milline, Bodman & Co. have put a new foundation under their elevator at Lanyon, Iowa.

J. G. Lindon has sold his elevator at Clear Lake, Iowa, and it is now in charge of J. W. Greer.

John Ruggles has sold his grain business, etc., at Nugent, Iowa, to Frank Wertz of Sigourney.

J. Van Dyke, Perkins, Iowa, has sold out his grain business. He continues to handle live stock.

Geo. A. Tucker has sold his elevator at Rock Falls, Iowa, to Cusick & Byrnes of Wells, Minn.

The Interstate Elevator Co. have increased the capacity of their plant at Cushing, Iowa, to 35,000 bushels.

Younglove & Boggess Co. are building a 10,000-bushel elevator at Brushy, Iowa, for A. Milligan of Fort Dodge.

It is reported that Hock, Rottler & Bruttner, Arcadia, Iowa, will sell out their grain and merchandise business.

A. L. Steidle, who has been in the grain business at Berkley, Iowa, for two years, has sold out and moved to Perry.

Houstaing, Bird & Co. of Minneapolis are completing a good-sized elevator at Clarion, Iowa, for Counselman & Co.

Younglove & Boggess Co. are completing a 10,000-bushel elevator at Randalia, Iowa, for Gilchrist & Co. of McGregor.

Smith & Co., the Ida Grove millers, have replaced their old elevators at Battle Creek, Iowa, with a nice new one.

The Des Moines Elevator Co., Des Moines, Iowa, expect to have their 300,000-bushel annex ready for business during October.

Smith & Dammann, Bennett, Iowa, are having a 20,000-bushel elevator built at that place by Younglove & Boggess Co.

W. A. Bryant & Sons of Cedar Falls, Iowa, have purchased an elevator at Thor, 10 miles from Eagle Grove, where they also recently acquired an elevator. Mr. Bryant has sold out his lumber and

coal business at Cedar Falls and will devote his entire time to the grain and milling business.

A sheller and cleaner has been installed in Vorhes' Bros' elevator at Williams, Iowa, by the Younglove & Boggess Co.

F. A. Scott sold his elevator at Eagle Grove, Iowa, to J. W. Bryant & Sons of Cedar Falls, who took possession on August 19.

C. L. Kinney of Hubbard has succeeded to the grain business of Carson & Co. at Iowa Falls, Iowa. Geo. Debe is in charge.

W. L. Niver of Luverne, Iowa, who is building a modern elevator, is equipping the same with an improved 6-inch, 10-duct Hall Grain Distributor.

Jo Hardie, recently sold his elevator at Graettinger, Iowa, to Strong & Co. of Minneapolis. He expects to make his home in Washington or Oregon.

The old Huntley Elevator at Salix, Iowa, has been torn down and the Kinsella Grain Co. are now building a thoroughly modern 25,000-bushel elevator.

Chas. Counselman & Co. of Chicago are building a 25,000-bushel elevator and shelling plant at Holmes, Iowa. Younglove & Boggess Co. are the contractors.

A 10,000-bushel elevator, with annexes of 15,000 bushels' capacity, is being built at Clarion, Iowa, by the Younglove & Boggess Co. for T. Harris & Co. of Montezuma.

Younglove & Boggess Co. are rebuilding the elevator at Blairsburg, Iowa, owned by C. F. Austin of Williams. A 12,000-bushel annex is being built and a gasoline engine installed.

W. C. Walters has sold his grain business at Toledo, Iowa, to the Northern Grain Co., who took possession on September 2. S. N. Dodd has been retained as manager by the new owners.

John Lundburg, who has been prominent in the grain market at Forest City, Iowa, for 17 years past, has sold his elevator and warehouses to the Citizens' Elevator Co. of Minneapolis and will retire from that line of business.

The new Peavey Elevator at Luverne, Iowa, has been completed and is now doing business under the management of Charles Phillips. It has a bin capacity of 22,000 bushels, and an elevating capacity of 1,000 bushels an hour.

E. E. Ingold, who has been in the employ of his brother, P. M. Ingold, at Spencer, Iowa, for a number of years past, has concluded to go into business for himself and has purchased and taken possession of the Somers Bros. elevator at Gillett Grove.

Mell Slife of Dedham, Iowa, lost his elevator by fire on June 6. On August 3 he began taking in grain in a new elevator of about 20,000 bushels' capacity, which was built and equipped under his own supervision. The new house is equipped with a 16-horsepower Fairbanks Gasoline Engine, corn sheller, cleaner, two stands of elevators and two dumps.

MISSOURI, KANSAS AND NEBRASKA.

T. M. Polson is building an elevator at Cedar Vale, Kan.

M. T. Cummings is erecting a 40,000-bushel elevator at Minden, Neb.

Noah Kuns has built a large addition to his elevator at Conway, Kan.

The Adams Grain Co. has erected a new office building at Coffeyville, Kan.

S. G. McCracken of Ozark, Mo., contemplates the erection of a 10,000-bushel elevator.

R. A. L. Davis & Co., Partridge, Kan., have installed a gasoline engine in their elevator.

The Claffin Grain & Fuel Co., Claffin, Kan., has been incorporated with a capital of \$8,000.

A 12,000-bushel elevator on the Grand Island Road at Belvidere, Neb., has been completed.

The Alliance Elevator at Agra, Neb., managed by Charles Turner, made an assignment last month.

The Jaques Grain Co., Lincoln, Neb., has been incorporated with a capital stock of \$150,000, by Chas. M. Jaques, James L. Johnson and Edwin N. Mitchell.

The large Nevling Elevator at Wichita, Kan., is ready to begin taking in grain. The building is 85 feet high and has 18 storage bins and 14 working bins. It has three stands of elevators and two double steam shovels.

In compliance with the order of the Board of Railroad Commissioners, the Union Pacific Railroad has granted the Farmers' Co-Operative Grain & Live Stock Company authority to construct an elevator upon its right of way at Delphos, Kan. At

first the railroad denied the right of the board to order it so to do.

The Omaha Elevator Co. are building an elevator at Olean, Neb. The machinery equipment will include a Hall Grain Distributor.

An office has been opened in the Board of Trade building at Omaha by the J. H. Hamilton Co., who own a number of elevators on the Northwestern Railway in Iowa and Nebraska.

The Washer Elevator Co., Atchison, Kan., have leased the old Santa Fe Elevator which they will operate until they can rebuild their burned elevator. The old elevator has been idle for five years or more. The engine in its power house was built for exhibition at the Philadelphia Centennial.

SOUTHERN.

J. S. Cruse and R. C. Thomas recently purchased the grain business of Wilkerson & Co. at Owensboro, Ky.

Charles and Bert Standard, elevator men of Okarche, Okla., contemplate engaging in the same line at Richards.

The business of J. Y. Murphy at Pine Bluff, Ark., has been merged into that of the Pine Bluff Mill & Elevator Co.

Lord-Acree Co., dealing in grain and groceries at Orlando, Fla., has been changed in name to the Lord Grocery Co.

C. L. Tucker, grain and coal dealer at Waddy, Ky., will erect a large new warehouse, with office, scales and other improvements.

Work on the Illinois Central's large new elevator at New Orleans was resumed last month, after considerable delay due to the action of the city council.

Cottonseed-oil mills will be built by the Valley Planting Co., Rives, Ark.; Camilla Supply Co., Camilla, Ga.; McNally Mfg. Oil Co., Norfolk, Va.; Bryan Cotton Oil Co., Bryan, Texas; Palestine Oil Mill Co., Palestine, Texas.

The Choctaw & Northern Railroad is now running regular passenger trains from Geary, north to Yewed, Woods County, Okla., a distance of 80 miles. On this line 20 grain elevators have been put up within the past six weeks. They will be running to Alva by September 15, and instead of going to Kiowa, will build to Anthony, Kan., to which point they will be operating by October 15.

The Williams & Fitz Hugh Co., Memphis, Tenn., expect to be ready for business about October 1. Some time ago they leased the old Milburn Iron Works building and it is being converted into an elevator of large capacity. Chas. D. Jones, junior member of the firm, will have charge of the Memphis elevator. On September 1 he resigned as manager of the grain department of Shanks, Phillips & Co.

Bison, a new town on the Chicago, Rock Island & Pacific Railway, in the southern part of Garfield County, Oklahoma, half way between Waukomis and Hennessey, will have three good-sized elevators built at once by W. R. McKee of Enid, the El Reno Mill & Elevator Co. and Black & Co. of Hennessey. The new town is said to be in the center of a fine wheat belt, where the yield this year was from 20 to 35 bushels per acre.

CANADIAN.

Dow & Curry will build a 25,000-bushel elevator at Pilot Mound, Man.

The Northern Elevator Co. will erect a 25,000-bushel elevator at Wolseley, Assiniboia.

The Lake-of-the-Woods Milling Co. of Winnipeg will erect an elevator at Gilbert Plains, Man.

D. McLean, of the Moose Jaw Flour Mill, will build a 35,000-bushel elevator at Pasqua Junction.

Geo. Heatherington will build an elevator at Rodney, Ont., thus giving that town three grain buyers.

Greenshaw & Randall are building an elevator at Shoal Lake, Manitoba. Its capacity is 25,000 bushels.

It is reported that the Rutland Railway Co. of Vermont will erect a 500,000-bushel elevator at Sorel, Quebec.

Smith & Hunter have completed a 30,000-bushel elevator in connection with their flour mill at Carn-duff, Assa.

H. M. Schaefer of Bruner, Ont., has increased the capacity of his elevator about 4,000 bushels by adding 8 feet to its height.

A. E. Little of Morden, Man., has purchased the McBean Elevator from McMillan & Lane and will buy wheat on his own account.

The steamer Spokane was chartered August 20 to take a cargo of 100,000 bushels of wheat and 55,000 bushels of oats to the Meaford Elevator Co.'s new 700,000-bushel elevator at Meaford, Ont., at

the terminus of the Grand Trunk Ry. It is stated that she will continue in this service the balance of the season.

The Montreal Harbor Commissioners have contracted with J. A. Jamieson of that city for the erection of a 1,000,000-bushel elevator, to cost \$642,000.

The Northern Elevator Co. of Winnipeg are building a 25,000-bushel elevator at Grand View, Manitoba; also a 30,000-bushel house at Glenning, east of Oxbow.

David Horn, chief grain inspector, and C. C. Castle, grain and warehouse commissioner for Manitoba, called on the officials of the state grain department, as well as prominent commission and elevator men in the Board of Trade building, Duluth, Minn., recently.

The Lake-of-the-Woods Elevator at Plum Coulee, Man., has been put in condition for a heavy season's work. The Farmers' Elevator Co. at this place have been hesitating about accepting the offer of the C. P. Ry. to supply ties and rails for their switch if the farmers would do the grading and laying of same or pay for having it done.

The records of the inspector for Manitoba for the last crop year show the following totals: Wheat, 14,886 cars or 12,355,380 bushels; oats, 448 cars or 537,600 bushels; barley, 28 cars or 28,000 bushels; flax, 43 cars or 35,690 bushels. These figures comprise all the wheat shipped to Fort William, Port Arthur, Keewatin and Duluth from Manitoba and the Territories from last year's crop, and also the wheat used at Ogilvie's mill at Winnipeg. Besides the quantity given some wheat was shipped to British Columbia mills and also some oats and barley. None of these shipments were inspected.

FLAXSEED

Some complaint has arisen in the Northwest of the poor quality of flaxseed sown this year.

The Minneapolis Chamber of Commerce has provided a flax pit for dealing in flax futures.

It is reported that the Midland Linseed Oil Company, of Minneapolis, Minn., will erect a linseed oil mill at Spokane, Wash., to cost \$50,000.

Although twice reorganized, the American Linseed Company has been able to obtain control of only about two-thirds of the mills of the United States.

Flax transactions at Duluth, August 30, aggregated nearly 400,000 bushels, which beat all this year's records. Prices opened at \$1.40 for October and closed at \$1.39½.

It is estimated that the European demand for flaxseed this year will be less than 2,000,000 bushels, and that any excess of that amount in the hands of exporters will bear the market.

The linseed oil mill in Chicago reported last month as purchased by E. C. Warner of Minneapolis is the Crescent Mill, and Mr. Warner's associate in the deal is W. D. Douglas. The capacity of the mill will be doubled.

A. O. Gibbs, a farmer residing near Belview, Redwood County, Minn., has harvested his flax crop from 200 acres, from which he secured 3,000 bushels, or an average of about 15 bushels per acre. This he sold at \$1.50 per bushel, yielding him \$4,500.

The first carload of this season's flax shipped from Idaho was handled by the Kettenbach Grain Company, from Lenore, Idaho, and netted the producer \$1.54 per bushel, f. o. b. This was on a basis of \$1.84 per bushel in Chicago. The crop was 792 bushels from a 36-acre field.

The linseed oil mills of Minneapolis are now crushing new flax from the southwestern states. The new crop is deficient in oil, having been affected by the drouth. North Dakota and Minnesota flax is good but is not quite ready for the crushers. Oil is falling in price, from 80 cents, the high figure of a few weeks ago.

The Paint, Oil and Drug Reporter of New York predicts that the flax crop of the country will be about 20,000,000 bushels. This means 17,000,000 bushels for the Northwest and 3,000,000 bushels for the states outside. The Duluth Commercial Record says that the Northwest is sure of raising 22,000,000 bushels. This would give a total of 25,000,000 bushels for the entire country.

The Duluth Commercial Record of August 16 predicted that with bright, warm weather for two weeks more and an absence of frosts a flax crop would be matured "the like of which was never raised before in this country. It will be so far above any previous crop that there will be no question about its being a record crop." Reduced to figures the prediction is for a crop of 25,000,000 bushels.

OBITUARY

Thomas Carr, a grain dealer of Assumption, Ill., was fatally stabbed by George Bunch, a prominent farmer, August 11. The trouble arose from an old feud.

Thomas Tucker, a member of the firm of H. R. Tucker & Co., commission grain, Baltimore, Md., died at his residence in that city August 9, aged 58 years. He was unmarried.

Martin J. Curley, for many years well known as a grain and hay dealer at Wakefield, Mass., died suddenly at the home of his son in Portland, Me., September 1. His widow and three sons survive him.

Henri L. Foster, who had been a member of the Chicago Board of Trade for a number of years, died August 13. He was a man of marked literary ability and broad culture, as well as a successful business man.

Joshua S. Deane died at his home in Bridgewater, Mass., August 9, after a long illness. He was the founder of the grain and coal business that is still carried on at East Bridgewater. His wife and two daughters survive him.

William P. Anderson died August 9 at his home in Holder, Ill., aged 67 years. He had been engaged in the grain business at Holder since the fall of 1875. Since 1886 his son has been associated with him. His wife, one son and one daughter survive.

Mahlon Ashbrook died at his home in St. Joseph, Mo., August 13, of old age. He was 88 years old. He was born in Ohio, and moved to St. Joseph, Mo., in 1859, embarking in the grain business. Several years ago he retired from active work. Two sons and two daughters survive him.

Col. F. D. Carson of Iowa Falls, Ia., died suddenly August 15, following an operation for appendicitis. He had been engaged in the grain business at Iowa Falls for several years, closing out his interests a few weeks ago to L. D. Kinney of Hubbard, Ia. He was in middle age and apparently in perfect health.

George W. Hill, a veteran of the Civil War and for many years proprietor of a seed store at 32 Cadillac Square, Detroit, Mich., died suddenly from apoplexy at his home in that city, September 3. He was 62 years of age. He is survived by his wife and one daughter and one son, John N. Hill, who is in the seed business in Toledo.

Joseph H. Knight died recently at Newbury, Mass., at the age of 82 years. Mr. Knight was the pioneer in the meal and grain business at Newburyport, Mass., and was afterward joined by his brothers, J. B. and Edmund Knight, the business being at present under the management of Hale Knight, a nephew of Joseph H. Knight. Deceased was twice married, and leaves a widow and a daughter by his first wife.

Addison P. Dyer, formerly of the firm of Dyer & Dudley, grain dealers, of Wilkinsonville, Mass., died August 9, aged 42 years. In the 80's Mr. Dyer established a grain business at Wilkinsonville, with Edward B. Dudley, which continued until 1897, when he sold out and went to Anahine, Ariz., on account of lung trouble. Returning to Massachusetts for a visit, he was suddenly taken with a hemorrhage and died. He was unmarried.

Thomas C. Metcalf, superintendent of the St. Anthony Elevator Company at Minneapolis, died suddenly of heart failure at his desk in the office of the Flour Exchange, September 9. He was 59 years old, and was for many years with the Washburn-Crosby Company. Five years ago he severed his connection with that company and devoted himself to elevator interests. His wife died a year ago.

John MacLeod, a well-known grain dealer of Duluth, died recently at Las Vegas, N. M., where he had gone in hope of benefiting his health. He was 43 years of age and a native of Scotland. He settled in Duluth in 1881, and at once embarked in the grain business. He was for some time a member of the old grain firm of A. J. Sawyer & Co., and was active on the Duluth Board of Trade, of which he was president for two terms. His wife and two children survive him.

Herman O. Armour, the last surviving brother of Philip D. Armour, died suddenly at Saratoga, N. Y., September 8, from paralysis. He was 64 years old. Mr. Armour began his business career in Milwaukee with his brother, Philip D. Armour, and John Plankinton. In 1862 he removed to Chicago and engaged in the grain commission business. Later he went to New York and founded the firm of Armour, Plankinton & Co. At the time of his death he was a member of the stock brokerage firm of McIntyre & Wardwell and was rated as a multimillionaire.

HAY

W. D. Bole is pressing hay at Venango, Pa.

The straw crop in North Dakota will be unusually heavy this year.

The hay crop in the vicinity of Superior, Wis., is exceptionally large.

F. E. Strong & Brother have installed a new hay press at Homer, Mich.

Young & Roher succeed Eli Roher in the hay business at Ludington, Mich.

John Culp & Son of Fosterberg, Ill., have opened a wholesale hay store at Avon, Ill.

Hay buyers from Iowa have arranged for large shipments of straw from Minnesota.

The Elberton Produce Company has started in the hay and fruit business at Elberton, Wash.

The hay crop this year in the Missoula Valley, Montana, has been the largest for several seasons.

Robert Atchison has enlarged his warehouse facilities at Miles City, Mont., for the storage of hay.

Lees Brothers and Campbell Brothers are building a hay barn at Waterloo, Ind., with a capacity of 800 tons of hay.

Several thousand bales of hay in a brick building on Twenty-fourth street, South Brooklyn, N. Y., were burned, with loss estimated at \$15,000.

The wild hay crop of Northwestern Nebraska is the best ever known. Shipments are being made to Kansas, Missouri and other drouth-stricken states.

The New England states report a large crop of hay, and correspondingly low prices—\$6.50 to \$7 per ton for the best quality. The demand for other feeds is light.

South Dakota farmers are harvesting large crops of late hay and expect to find a profitable market in the states to the south of them, especially in Kansas and Missouri.

The hay crop of the province of Quebec is good in both quality and quantity. New baled hay has sold at \$8 on barge, and clover at \$6 f. o. b. Old hay has sold at \$9.50 to \$10.

To prevent the shipment of hay from the southwestern states the railroads entering that section have advanced the rates two cents per hundred pounds on eastbound shipments.

The total value of this year's crop of hay in Arizona is estimated at not less than \$20,000,000. Arizona is supplying hay to almost all northern Mexico and ships even to California.

In the Mohawk region of New York hay was more than an average crop this year, but in some sections it matured very late. They are making first attempts to raise alfalfa there, with flattering results.

A warehouse at Ryan, Ind. Ter., owned by W. L. Richards and containing about 35 tons of hay belonging to S. C. Johnson, was burned August 13, at night. The origin of the fire is not known. There was no insurance.

Iowa farmers are baling a large amount of straw this year, including nearly all of the oat straw that is good. The straw this year is of extraordinarily good quality and in some places brings as high a price as hay did last year.

Traders from the Klondike report that business is very much overdone in that part of Alaska, and that hay is selling at Dawson for less than it costs to lay it down there, owing to the large number of scows sent in with hay, oats, etc. The market is very limited.

The Albers & Schneider Company of Portland, Ore., has purchased for the government fully 5,000 tons of timothy hay in Washington County, Ore., alone, for which \$50,000 has been paid. All the sidetracks in the county are filled with cars loading the hay.

About one hundred hay presses have been sold at Los Angeles, Cal., for use in Southern California this season. These presses will bale, on an average, about 1,200 tons each, or a total of 120,000 tons. A baling record has been made lately, near Colegrove, of over 45 tons in one day, with a horse press, which, it is said, has never been equaled.

The London Times reports an average estimate of the hay crop for England and Wales, from information sent in by correspondents, at 17 hundredweights per acre this year, as compared with an average of about 25 hundredweights for seven years past. Scotland has fared better, and shows a yield of about 31 hundredweights per acre. The general average for Great Britain is between 18 and 19 hundredweights per acre, as compared with 24½

hundredweights last year, and 23, 34, 29½ and 21 hundredweights, respectively, in each year back to 1896.

J. B. Baker, in Texas Farm and Ranch, says that Johnson grass can be exterminated by shallow plowing in hot, dry weather. The roots are turned up to the sun by the plow and harrow and are soon destroyed by the heat. This is important, if true, as the plague of Johnson grass has spread all over the South and the farmers are in despair regarding it.

The British steamship Aqua, of London, recently sailed from New York with 3,000 tons of hay for the British army in South Africa. It was all American hay. It is said that in the former large shipments of Canadian hay there was found a large amount of old and worthless hay, which the farmers of the Dominion took occasion to work off on the government.

It is reported that M. L. Archibald, operating at Hoboken, N. J., under the name of John Doe, and using the credit of the Greenville Coal and Ice Company, a reputable concern with good rating, succeeded in swindling shippers out of about \$10,000 worth of hay, grain, lumber, etc. Archibald has been arrested by the United States postal authorities. He solicited consignments by letters and circulars.

MICHIGAN HAY DEALERS' ASSOCIATION.

The first state convention of the Michigan Hay Shippers' Association was held at Owosso, Mich., August 15. About seventy-five dealers from all parts of the state were in attendance.

The following officers were elected to serve the first year: President, Albert Todd, Owosso; first vice-president, John L. Dexter, Detroit; second vice-president, W. Brown, Lapeer; secretary, H. J. Hawkins, Elsie; treasurer, George W. Bristol, Flint. An executive committee was appointed by the president and secretary.

A resolution was adopted to send a delegation of ten or more members to the National Hay Dealers' Association at Indianapolis.

Mark Van Buskirk of Flint, Smith Youngs and M. Wilson of Lansing were appointed a committee to prepare a just contract book.

George C. Warren of Saginaw, president of the National Hay Dealers' Association, was present and addressed the convention. He referred especially to the fight which the National Association is making against the railroads in the matter of the classification of hay, which has increased the cost of shipping hay from Michigan to Boston about \$12 per car.

The object of the new Michigan association was stated to be to benefit hay dealers and hay raisers and to co-operate with the National Association.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending August 17 sales of Choice Timothy ranged at \$14.50@16.00; No. 1, \$13.50@15.50; No. 2, \$12.50@14.00; No. 3, \$12.00@13.50; not graded, \$10.00@14.00; Clover hay, \$10.00; Choice Prairie, \$12.00@15.00—inside prices for state and outside for Iowa and Kansas; No. 1, \$10.25@14.00; No. 2, \$10.00@13.00; No. 3, \$10.00; No. 4, \$7.00@7.25. Rye straw sold at \$6.75@7.50; wheat straw at \$5.50@6.00, and oat straw at \$6.00. The receipts for the week were 1,333 tons, against 2,827 tons for the previous week. Shipments for the week were 252 tons, against 80 tons for the previous week. The market for both Timothy and Prairie hay was active and firm during the early part of the week, and prices ruled steady.

During the week ending August 24 sales of Choice Timothy ranged at \$13.00@15.00; No. 1, \$12.00@14.00; No. 2, \$11.00@13.00; not graded, \$10.50@13.00; Thrashed Timothy, \$8.00; Clover Hay, \$10.00; Choice Prairie, \$13.00@14.00; No. 1, \$10.00@13.25; No. 2, \$8.50@11.00; No. 3, \$8.50@9.50; No. 4, \$7.50; not graded, \$10.00. Rye straw sold at \$6.00@7.50; wheat straw at \$5.00@5.50, and oat straw at \$5.25@5.75. The receipts of the week were 5,754 tons, against 4,333 tons for the previous week. Shipments for the week were 221 tons, against 252 tons for the previous week. The market ruled dull during the week. The arrivals were large and the demand only moderate. The receipts were the heaviest for some time past and there was a slight decline in prices, although the feeling was steadier.

During the week ending August 30 sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.50@13.00; No. 2, \$11.00@12.25; No. 3, \$11.00; Thrashed, \$8.00; not graded, \$9.50@13.00; Choice Prairie, \$13.00@14.00; No. 1, \$11.50@13.00; No. 2, \$9.00@12.25; No. 3, \$8.00@9.50. Rye straw sold at \$6.00@6.50 and wheat straw at \$5.00. The receipts for the week were 4,123 tons, against 5,754 tons for the previous week. Shipments for the week were 217 tons, against 221 tons for the previous week. A quiet and steady market was experienced throughout the week. Prices showed no advance.

During the week ending September 7 sales of

Choice Timothy ranged at \$13.25@14.00; No. 1, \$12.00@13.00; No. 2, \$10.50@12.50; No. 3, \$10.50; Not Graded, \$9.00@13.00; No Grade, \$9.00; Clover Hay, \$9.00; Clover Mixed, \$12.50; Choice Prairie, \$13.00@13.50; No. 1, \$11.50@12.75; No. 2, \$8.50@10.00; No. 3, \$7.25@8.50; No. 4, \$7.00; Not Graded, \$10.00@12.00. Rye Straw sold at \$5.00@6.00 and Wheat Straw at \$4.25. The market for choice grades of Timothy and Prairie Hay ruled steady during the early part of the week. The arrivals were only fair, and a good inquiry existed. Low and medium grades were in large supply and dull. The demand was light and prices declined about 50 cents per ton. Later, the receipts became smaller and all grades sold more readily, but prices showed no improvement.

COMMISSION

The American Grain Company has been incorporated at Minneapolis with a capital stock of \$50,000.

Henry M. Paynter, head of the Milmine-Bodman cash grain department, has taken charge of L. H. Manson & Co.'s cash business.

C. M. Purdy and W. G. Purdy have formed a partnership under the title of Purdy Brothers, to conduct a general grain commission.

The Washtunca & Hardessburg Grain and Commission Company has been incorporated under the laws of the state of Washington with capital stock of \$5,000.

The Rubins Grain Company has been organized at Minneapolis, Minn., with Harry W. Rubins, who has been in the grain export business in New York, as president.

The Smith-Baker Commission Company has been incorporated at Duluth, Minn., to do a general grain commission business. The officers are A. H. Smith and B. E. Baker.

The McKinnon-Smith Commission Company of Minneapolis has secured a membership on the Duluth Board of Trade and will open an office at the head of the lakes.

McCarthy Brothers & Co., grain commission, Minneapolis and Duluth, have decided to incorporate as the McCarthy Brothers' Company, with capital stock of \$100,000.

Theo. McGinnis has given up his hay and grain commission business at New Orleans, La., to accept the management of the New Basin Elevator and Warehouse in that city.

Snyder & Co. of New York City have incorporated under the laws of Delaware, to deal in stocks, bonds and grain. The capital stock is \$200,000, and the incorporators are Archer B. La Far, L. J. Mosness and L. O. Snyder.

The Goeman Grain Company has been incorporated at Chicago, Ill., with capital stock of \$100,000, to do a general commission business. The incorporators are: Henry L. Goeman, James G. Robertson and Arthur H. Pugh.

The Nebraska Grain Commission Company is a new firm at Nebraska City, Neb. They are correspondents of Logan & Bryan, of the Chicago Board of Trade. E. J. Von Gillern, late of F. J. Campbell & Co., is manager of the new concern.

The Fairmont Brokerage Company has been incorporated at Fairmont, W. Va., to deal in grain, feed and flour. The incorporators are Harvey Shain, J. Frank Conway, M. A. Jolliffe, E. F. Hartley and W. E. Watson. They will establish a branch at Clarksburg, W. Va.

L. H. Manson & Co., Chicago, have found their quarters at room 74 Board of Trade Building too small for their business, and the firm is now located at rooms 54, 55, 56. A very spacious room has been fitted up for customers, and adjoining this on one side is the room of the bookkeepers and floor salesmen, while on the other side is Mr. Manson's private office.

The George H. Phillips Grain Co. is the name of the new corporation recently chartered at Chicago with \$500,000 capital, and which will succeed to the business of the George H. Phillips Company, now in the hands of a receiver. The word "grain" has been inserted in the new incorporation to distinguish it from the old one. "The old company's creditors will represent about \$200,000 in the new company," said Mr. Phillips. "We have subscriptions of at least \$100,000 new stock for a working capital. There will be but about \$15,000 of creditors who have not consented to take stock."

Recent declines in linseed oil prices are largely attributed to the prospective large crops of flaxseed in the United States, Russia and Argentina.

The new cable tram of the Kendrick Grain Company at Kendrick, Idaho, is finished. It has seventy buckets and will handle grain at the rate of 12½ tons per hour.

PERSONAL

N. C. Shaver is buying grain at Pingree, N. D.

C. S. Eaton is now at the Hiesing Elevator at Inkster, N. D.

S. Olsen is conducting the Farmers' Elevator at Hendricks, Minn.

W. H. Gallogly will buy grain at Jennings, Kan., for Counselman & Co.

W. F. Gottschalk is buying wheat for Jennison Brothers at Judson, Minn.

N. T. Nelson is operating an elevator at Nerstrand, Minn., for Byrnes Brothers.

H. Robbins is buying wheat at Andrews & Gage's elevator at Pine Lake, Minn.

H. Dellenbeck, grain buyer of Chaffee, N. D., is now located at Sharon, N. D.

Charles Watkins has reopened the Woodworth Elevator at Courtenay, N. D.

J. E. Salisbury is the new St. Anthony & Dakota elevator agent at Arvilla, N. D.

Mark Burnham of Org, Minn., is now in charge of the elevator at Condon, Minn.

Harry Cornwall has been appointed railroad and elevator agent at Eldridge, N. D.

John Caw will remain at the Van Dusen Elevator at Chatfield, Minn., another year.

Walter Rudd is buying grain for the Bagley Elevator Company at Faulkton, S. D.

J. A. Willis succeeds P. M. Enright in charge of the elevator at Janesville, Minn.

F. F. Hammond is buyer this season at the Kansas City Elevator at Stanton, Minn.

Alfred Jacobson is temporarily in charge of the Cargill Elevator at Dassel, Minn.

Alex. Thomson has been engaged as grain buyer at the elevator at Sioux Rapids, Ia.

Knute Jensen is again grain buyer at the Port Emma Elevator at Ludden, N. D.

Fred Ziska is wheat buyer for the National Elevator Company at Melrose, Minn.

S. A. Carter is buying wheat for the G. Y. Hyde Elevator Company at Trent, N. D.

H. C. Ferguson has taken charge of Bingham Brothers' elevator at Brooklyn, S. D.

D. Thomas of Kendrick, Idaho, has engaged in the grain business at Creston, Wash.

James Burke has taken charge of an elevator for Loomis & Co. at Harmony, Minn.

Fred Keye has been installed as wheat buyer in the Peavey Elevator at Warren, Minn.

A. O. Slattum is grain buyer for the Peavey Elevator Company at Christine, N. D.

Mage Elliott is buying for the National Elevator Company this year at McCanna, N. D.

Fred Merten is buying wheat for the Monarch Elevator Company at Fessenden, N. D.

L. R. Winters is now with Gifford & Co., as trader on the Chicago Board of Trade.

Henry Wallin of Bethany, Minn., is in charge of the elevator at Zumbro Falls, Minn.

W. O. Tolman is buying wheat for Bingham Brothers this season at Gilfillan, Minn.

J. Strobel of Bowdle, S. D., is now wheat buyer for the Victoria Elevator at Selby, S. D.

Thomas Logan is in charge of George Stevenson & Co.'s new elevator at Stewartville, Minn.

N. Lewis is now duly installed as agent for the Atlas Elevator Company at Verdon, S. D.

Jonathan Baptie of Bathgate, N. D., is in charge of the Monarch Elevator at Pembina, N. D.

Ralph Sutcliffe of Spencer, Ia., is now in charge of the Moerke Elevator at Wallingford, Ia.

O. F. Minch is managing the elevator of the National Elevator Company, near Fargo, N. D.

Wm. Chambers is with the Minnesota & Western Elevator Company at South Shore, S. D.

William Steele is buying grain for the Interstate Grain Company at Delhi, Minn., this season.

Benj. Bell is now grain buyer for the St. Paul & Kansas City Grain Company at Struble, Ia.

David Foss of Ellsworth, Wis., is in charge of the Foss Brothers elevator at Brownston, Minn.

H. Reynolds of Cando, N. D., has taken charge of the Imperial Elevator at Church's Ferry, N. D.

G. W. Ballard, who has had charge of an elevator at Dodge Center, Minn., for thirty years or more, has been assigned to Triumph, Minn., a grain

station on one of the new branches of the Chicago & Northwestern Railroad.

W. L. Bell is agent for the Northwestern Elevator Company at Ellendale, N. D., this season.

W. E. Spokesfield is manager of the Osborne-McMillan Grain Company's elevator at Bordulac, N. D.

Ovid Parks of Cyrus, Minn., is in charge of the Monarch Elevator at Glenwood, Minn., this season.

O. Massey is in charge of the grain and produce business of Fred Eckhardt at Sparta, Wis., this year.

John J. Powers is in charge of the National Elevator Company's house at Langdon, N. D., this year.

J. A. Wilson, of the firm of Wilson & Lund, has taken charge of the Empire Elevator at Correll, Minn.

George Weidman is now employed as grain buyer for the Douglas Elevator Company at Reading, Minn.

F. C. Henneberg, formerly of Odessa, Wash., is now with the Seattle Grain Company at Ritzville, Wash.

H. W. Miller of Jackson, Minn., succeeds G. A. Fedda as manager of the Rippe Elevator at Estherville, Ia.

C. M. Stinchcomb of Aberdeen, S. D., is now in charge of the McCall-Webster Elevator at Wilmot, S. D.

A. Lundquist of Kandiyohi, Minn., is the new grain buyer at the Northwestern Elevator at Murdock, Minn.

J. W. Perry of New Rockford, N. D., is now in charge of the Great Western Elevator at Coopers-town, N. D.

Anton Arens of Emerson, Neb., has taken charge of the American Elevator Company's elevator at Currie, Minn.

James Duncan, formerly at Hendricks, Minn., is now in charge of the Parsons Elevator at Dodge Center, Minn.

H. B. Zellner of Verdi, Minn., succeeds W. F. Gottschalk as manager of the Imperial Elevator, at Nicollet, Minn.

M. B. Hogle, recently of Lafayette, Minn., is now buying grain for the Peavey Elevator Company at Gaylord, Minn.

Gus Johnson of Kensington, Minn., is elevator agent for the Woodworth Elevator Company at Hoffman, Minn.

W. T. Waddell of Ashland, Neb., is managing the elevator of the Frankfort Elevator Company at Frankfort, S. D.

Patrick Heily has been selected as wheat buyer for the Farmers' Elevator at Graceville, Minn., for the coming year.

Wm. Murfin of Sleepy Eye, Minn., has taken a position as grain buyer with Bingham Brothers of New Ulm, Minn.

J. M. Comstock of Madison, Wis., is representing the St. Anthony & Dakota Elevator Company at Davenport, N. D.

Amos Aust of Pipestone, Minn., is managing the affairs of the Devereaux Elevator at Wilmont, Minn., this season.

Thomas Clark of Omro, Wis., is now at Velia, N. D., where he is interested in one of the large elevator companies.

Arthur Blake of Fairmont, N. D., has taken charge of the elevator of the Atlantic Elevator Company at Oakes, N. D.

Clyde Crawford of Norman, Ia., succeeds N. J. Minnis as agent for the Great Western Elevator Company at Dayton, Ia.

Ben Frankhouser has charge of the Skewis & Morse elevator at Worthington, Minn., formerly owned by H. N. Douglas.

Frank Corvan has taken a position in charge of the elevator of the Red Lake Falls Milling Company at St. Vincent, Minn.

John Dougherty has been engaged by the Farmers' Elevator Association of Morris, Minn., to buy wheat for them this season.

Bert Riggs has been engaged by the Vollmer-Clearwater Grain Company to manage its grain warehouse at Lapwai, Idaho.

James O'Brien has taken a position with the Imperial Elevator Company as line superintendent, with headquarters at Fargo, N. D.

Claude Malden has been promoted by the Western Grain Company from an elevator at Richards, Ia., to the elevator at Rock Rapids, Ia.

R. J. Kintzi of Emsidel, Austria, has been secured by the Farmers' Elevator Company to run its house at Butterfield, Minn. Mr. Kintzi was formerly a

resident of Butterfield but returned to Austria two years ago to administer his father's estate.

J. J. Schuler of Howard, S. D., succeeds Carl Doerr in the Hyde Elevator at Granada, Minn. Mr. Doerr is to take an elevator in Dakota.

A. B. Stewart has taken a position with the Dakota Elevator Company and will have charge of that company's elevator at Litchville, N. D.

Lyth Hartz, recently of Hartland, Minn., has returned to Manchester, Minn., to take his former position as grain buyer at that place.

Lee Haines has resigned his position as assistant at Studebaker, Sole & Co.'s elevator at Warren, Ind., and will engage in other business.

Alex. J. Schmitz has been employed by the Empire Elevator Company to manage their house at Stewart, Minn., during the coming year.

Thomas C. Wade, who for several years has had charge of the old Boston Elevator at Lake City, Minn., is now a grain buyer in North Dakota.

Thomas McMichael, who for several years has bought grain at Lake City, Minn., has accepted an offer to buy grain at a station near Rugby, N. D.

J. Zimmerman, who has been in charge of the elevator at Minneiska, Minn., for the past year, is now at Rollingstone, Minn., in a similar position.

J. E. Elliott has been appointed manager of the Northwestern Elevator Company's plant at Litchfield, Minn., in place of Swan Peterson, deceased.

A. C. Claussen, formerly chief grain inspector at St. Paul, Minn., has been chosen secretary of the Minnesota state railroad and warehouse commission.

Clarence Johnson, who has had charge of the Cargill Elevator, at New London, Minn., is now manager of the company's elevator at Lidgerwood, N. D.

C. E. Colosky of Manvel, N. D., has gone to Devils Lake, N. D., to take charge of the new elevator recently erected for Winter & Ames of Minneapolis.

W. H. Baker took charge August 1 of the elevator at Sleepy Eye, Minn., recently purchased from T. J. Murfin by the Minnesota Elevator Company of Winona.

Albert Stolte, who has been employed temporarily at the new Hubbard & Palmer elevator at Elmore, Minn., has been engaged for the entire season as local manager.

Fred W. Edwards of S. W. Edwards & Son, wholesale feed dealers and commission merchants of Chicago, Ill., spent his vacation in August at the Pan-American Exposition.

Henry Pochler has bought the interest of E. L. Welch in the Pacific Elevator Company, owning twenty-five elevators in Minnesota, and will devote his time to the company.

B. P. Woodard has charge of the elevator recently purchased by the Sheffield Milling Company at Empire, Minn. Mr. Woodard was formerly in charge of this elevator for several years.

Charles Davis has been appointed by the Illinois State Warehouse Commission as chief of the East St. Louis grain office. Mr. Davis has had experience in the Chicago grain office.

J. W. Frye, who was formerly agent for the Peavey Elevator Company at Benson, Minn., is now at Murdock, Minn., where he is representative of the Northwestern Elevator Company.

Henry Feig of Atwater, Minn., has been elected by the Minnesota State Railroad and Warehouse Commission to be supervising inspector of elevators, succeeding R. C. Burdick of St. Paul.

George Gilbertson has resigned as wheat buyer for the Osborne-McMillan Elevator Company at Farwell, Minn., and has engaged with the Doughty Elevator Company at Glenwood, Minn.

President W. M. Dunwoody, General Manager P. B. Smith, Treasurer James Bell, General Superintendent H. C. Cooke and General Traffic Manager F. D. Clarke of the Great Northern Railway were among the party of railroad officials who made a tour of the Northwest August 10, to inspect crop conditions.

Harry M. Paynter, who has been for seventeen years connected with the cash grain department of Milmine, Bodman & Co., Chicago, has taken charge of the grain department of L. H. Manson & Co. Mr. Paynter is a young man of ability, thoroughly acquainted with all the details of the grain business, and his addition to the Manson Company's force will largely increase the strength of their cash grain department.

Captain Calvin Carr has retired from the Chicago Board of Trade after thirty years' active service. He has sold his membership, which cost him \$100 in 1871, for \$2,850. Captain Carr was formerly a lake vessel captain, and for many years past has

been engaged in the vessel brokerage business. He will spend his remaining days on a farm near Oswego, N. Y. His retirement from the Board of Trade was marked by a farewell dinner, at which many of his old-time friends were present.

Fires - Casualties

Frank Stonek's new elevator at Chelsea, Ia., is reported burned.

H. R. Stene's grain warehouse at Southbury, Conn., was burned lately.

The F. Davis Grain Company at Little Rock, Ark., is reported burned out.

The Texas & Pacific Elevator at Gretna, La., was damaged by the storm of August 15.

Reid & Peck's grain warehouse at Salem, Ind., was destroyed by fire August 9. Loss, \$2,000.

One bin in an elevator at Medford, Okla., burst and let 4,000 bushels of wheat fall to the ground.

Studebaker, Sale & Co's. elevator at Bluffton, Ind., has been damaged by fire. Loss, \$1,000, insured.

The warehouse of the Laning-Harris Coal & Grain Company, at Kansas City, Mo., has been burned.

A large grain house belonging to Seneca Houck of Doylestown, Pa., was burned August 23. Loss, \$1,200; partly insured.

Strong & Jones' elevator at Palmer, Kan., was burned August 22, with 1,000 bushels of corn and 800 bushels of oats. Loss, \$5,000.

The elevator at Mount Vernon, Mo., was destroyed by fire recently, with loss of \$50,000. The house was filled with grain, which was destroyed.

The insurance on the elevator and contents of Frank Supple, recently burned at Bloomington, Ill., has been adjusted at \$783 on building and \$1,792.28 on grain.

The elevator and depot building at Nottawa, Mich., was burned September 8. Loss, \$3,000. A spark from a locomotive is supposed to have started the blaze.

The elevator of the E. O. Stanard Milling Company at Jerseyville, Ill., was destroyed by fire September 10. Loss, \$25,000. The fire is thought to have been of incendiary origin.

Six Great Northern cars loaded with wheat were derailed one and a half miles west of Willmar, Minn., September 2. Trains were blocked for 24 hours and the damage was serious.

George Myrie, 55 years old, while at work on a grain elevator at Girard Point, Philadelphia, fell down the shaft a distance of 65 feet and fractured his spine, paralyzing him from the waist down.

Strong & Jones' elevator at Palmer, Kan., was burned August 22, together with 1,000 bushels of corn, 800 bushels of oats and a small amount of wheat. The origin of the fire is not known. Loss, \$5,000.

Skewis & Moen's elevator at Worthington, Minn., was struck by lightning August 8, and burned to the ground, in spite of the heavy rain and good work of the firemen. The loss is stated as about \$25,000.

Clutter & Long's hay and grain shed at Spencersville, O., was burned August 24, at night. The origin of the fire is not known. Loss on building, \$800, with \$500 insurance; on stock, \$1,000; insurance, \$800.

Kyd & Co's. elevator at Strang, Neb., was burned August 9. The fire started in the cupola while the plant was running, and evidently was caused by friction. It was a 15,000-bushel house and was insured for \$2,500, which was settled for \$2,425.

A. B. Close, agent for the Northwestern Elevator Company at Thompson, N. D., was badly injured while repairing the top of the elevator, August 21. The horses started up, catching his arm in a pulley, breaking it and twisting the elbow out of joint.

A. K. Tweto's grain elevator and store building near Galchutt, N. Dak., were burned August 18. Mr. Tweto was in Minneapolis at the time. Both buildings are believed to have been fired by an incendiary. The loss was total. The elevator will be rebuilt.

The Angus Elevator, at Dresden, N. Y., was burned August 13. The fire was started by an explosion of gasoline in the engine room. One side of the room was blown out, and Clarence Angus, owner of the building, narrowly escaped injury. The village has no fire protection, and the elevator burned to the ground. The building was valued at \$3,200 and was insured for \$1,600. The Patent

Cereals Company, of Geneva, N. Y., had 4,500 bushels of wheat stored in the elevator. Their loss was about \$3,400, partly insured.

The roof was burned off of Puterbaugh Brothers' grain warehouse at Mackinaw, Ill., August 13. Sparks from a switch engine set the fire. It was extinguished by prompt and careful work of a bucket brigade.

Spontaneous combustion started a fire in 35 tons of new baled hay, the property of Dr. E. C. Patterson, of Clarks, Neb. The grain warehouse and corn crib were burned at a loss of \$1,500, with small insurance.

The Farmers' Elevator at Sleepy Eye, Minn., settled so much lately that wheat could not be elevated. The settling caused an incline in the main elevator legs, which made the wheat buckets rub and prevented elevating.

The Laning-Harris Coal and Grain Company's yard at Kansas City, Mo., was swept by fire August 23. The warehouse contained 100 tons of hay and about 14,000 bushels of oats and corn, which were badly damaged by smoke and water. Loss, \$15,000; insurance, \$6,000.

A. F. Scharping's grain warehouse at Carlton Station, N. Y., burned to the ground just after midnight on the morning of August 12. The origin of the fire is not known but is supposed to have been spontaneous combustion. The loss was about \$8,000, fully insured.

The Independent Elevator of Rusch & Wiest, at Arlington, Minn., burst September 2 and spilled its contents on the ground. The house was 16 by 16 feet and 20 feet high, and was filled with wheat beyond its capacity. The building was totally wrecked. Loss, \$200.

The violent wind and rain storm which swept over Minneapolis August 25 at night damaged the Great Northern Elevators Nos. 1 and 2. The upper part of Elevator No. 2 was demolished and the machinery and scales were ruined, the loss being about \$30,000. Elevator No. 1 was not so badly damaged.

The grain warehouse of the J. K. Campbell estate at West Milton, O., was burned to the ground August 16, at 5 o'clock a. m. The fire was caused by spontaneous combustion or sparks from a locomotive. Loss, \$6,500; insurance adjusted at \$6,200. This was a 20,000-bushel house and valued at \$3,500.

William Clegg's grain warehouse at Wingham, Ont., was destroyed by fire early in the morning of August 15. About 4,000 bushels of wheat, with machinery and other contents, were burned. The fire is supposed to have been incendiary. There was no insurance on the buildings, but the contents were fully insured.

The Wells Elevator, at Germania, Minn., operated by George H. Wheelock, was burned to the ground recently, the fire being evidently caused by lightning. The burned elevator contained a carload of oats, 375 bushels of wheat and 300 bushels of corn. Loss, \$3,200, insured. The elevator will be rebuilt at once.

The Northwestern Elevator Co's. elevator, at Kirkhoven, Minn., was burned at an early hour Sunday morning, August 4. The loss on elevator and contents was total, and four horses which were in the power house adjoining the elevator were burned to death. Loss, \$8,000. Building and contents were insured.

Abel Brooks & Co's. new elevator at Deer Creek, Ill., caught fire from sparks from a passing locomotive August 15, at night, and was entirely consumed. The building was a total loss. It contained 10,000 bushels of grain and had only just been completed and occupied. The loss was fully covered by insurance.

The Culbertson & Younger Elevator at Mays, Ill., was slightly damaged by fire August 19. The blaze started in the engine room, due to the burning out of the boiler plates, so that the fire was communicated to the frame wall of the building. Quick work saved the plant and several thousand dollars worth of grain.

The American Malting Company's Elevator A, at Milwaukee, Wis., was damaged by fire of unknown origin to the extent of about \$17,500, September 5. The capacity of the house is 250,000 bushels, and it was about half filled at the time. The fire was put under control before it destroyed the entire plant. Loss fully covered by insurance.

The Rabbeth & Dunlap Mill Company's elevator at Clarksville, Tenn., was damaged by fire, caused by a stroke of lightning, August 22. The bolt entered the cupola of the elevator and caused a dust explosion, which separated that part of the building attached to the bins from the main part by about six inches, blew off portions of the siding and demolished the tin roofing. The dust ignited in many places, but was put out by quick use of fire extinguishers by the mill crew. The mill adjoin-

ing the elevator was in operation at the time. It was a narrow escape from total loss. The damage was settled by the insurance companies at \$361.90 on building and \$97.50 on stock.

The elevator and mill of the Russell-Miller Milling Company at Jamestown, N. D., were destroyed by fire August 28, early in the morning. The elevator had a capacity of 70,000 bushels. A large quantity of flour and wheat was destroyed. The insurance on the buildings was \$24,000.

The insurance companies involved in the \$175,000 loss by fire at Rantoul, Ill., which started in a grain elevator from a spark from a locomotive, are said to have combined to collect the amount of the loss from the Illinois Central Railroad Company. The attorneys for the railroad say that the company cannot be held responsible for risks that the insurance companies assumed.

The Northfield Farmers' Mercantile & Elevator Company, of Northfield, Minn., lost its elevator by fire August 22, at 2 o'clock in the morning. The cause of the fire is not known. There were about 10,000 bushels of grain in the elevator, which were insured for \$5,000. The building was insured for \$3,500. It was a co-operative farmers' elevator and did a large business; it will probably be rebuilt.

S. Strong & Co's. elevator at Biscay, Minn., operated for them by John Kennedy, was destroyed by fire August 8, at night. The fire started in the driveway from cause unknown. The town has no fire department and nothing could be done to stay the flames. It was a 15,000-bushel house and contained about 1,500 bushels of wheat. The loss was covered by insurance, and the elevator will probably be rebuilt at once.

William McElhorne, a ten-year-old boy whose father is employed in Walton Bros' grain house at Philadelphia, Pa., was smothered in a bin of oats August 13. The boy brought his father's dinner, as usual, and then, with a companion, began playing "hide and seek." Willie jumped into an oat bin that was filled to a depth of eighteen feet. The oats were running out and he was drawn under at once. Every effort was made to save him, but he was dead when taken out.

The EXCHANGES

Duluth Board of Trade membership sold recently at \$500. The total membership is now above 150.

Memberships in the Minneapolis Chamber of Commerce sold recently at \$2,500 and clearing house certificates at \$660.

A Kansas City Board of Trade membership changed hands last month at \$2,300. The membership was fixed at 200 some five years ago. Since then the price has advanced from par value of \$1,000.

The directors of the Minneapolis Chamber of Commerce have expelled from membership E. M. Wallbridge of Northfield, Minn. The charge against him was that of fraud, based on a case recently decided in the courts of Hennepin County.

Changes in the plans of the new Minneapolis Chamber of Commerce Building, including an additional story in height, will add \$100,000 to the original estimate of \$400,000. To meet this it is expected that an assessment of about \$200 will be levied on each member.

At a recent meeting of the stockholders of the Winnipeg Grain & Produce Exchange Clearing Association the following board of directors was elected: G. R. Crowe, F. Phillips, S. Spink, T. T. W. Brady, A. Reid, C. Tilt, F. W. Thompson, G. V. Hastings and Thomas Thompson.

At the last meeting of the council of the Winnipeg Grain Exchange, a number of associate members were elected. Associate members are admitted on reduced fees but they must not be resident within ten miles of the city. A large number of country dealers have lately become associate members in taking advantage of the one-half brokerage and commission rates charged to outsiders. As contract wheat when tendered for delivery must be in a regular warehouse or elevator for elevators or warehouses at Fort William or Port Arthur, the council formally declared King's elevator, Port Arthur, and C. P. R. elevators A, B, C and D, Fort William, to be "regular."

In 1808 the late Bernard Goldsmith of Portland, Ore., with some others shipped the first cargo of wheat from Oregon to Liverpool on the sailing vessel Sallie Brown. The experiment cost about \$1,000. The English millers, unacquainted with the plump Willamette grain, pronounced it swollen, but bought it at a reduced price, and ground it up with English wheat to give whiteness to the flour. Since that time they have discovered their mistake.

CROP REPORTS

The Orange Judd Farmer places the average condition of corn on September 1 at 58.9, a drop of 5.5 points during the month.

The South Dakota weekly crop bulletin says: "Corn has generally done well, although there is a lack of soil moisture in some fields of the late. The indications still are that above a half crop of corn will be secured, and mostly of good quality."

L. H. Manson & Co. of Chicago have communicated with 6,721 dealers in Illinois, Indiana, Iowa, Missouri, Kansas, Nebraska, Texas, Wisconsin and Minnesota as to the prospects for a corn crop. They have carefully tabulated the replies and as a result do not place an estimate of over 1,000,000 bushels on the ultimate yield.

The Michigan crop report, dated September 10, gives the average estimated yield of wheat as 11 bushels per acre. The quality is poor, but somewhat better than last year. Corn made a good growth during August, the average condition for the state is 89. The bean crop is very uneven; the yield as compared with an average is 76. Clover seed is placed at 84 as compared with an average yield.

The September 7th report of A. H. Bewsher, secretary of the Nebraska Grain Dealers' Association, based on 451 reports, gives the average yield of wheat per acre as 20.5 bushels, making a total crop of 50,227,484. Average yield of oats an acreage harvested, 20.7, total 28,287,707 bushels. The condition of corn as compared with last year is 49 per cent. The indications are for a crop of about 65,121,000 bushels.

The Orange Judd Farmer of September 7 says of the spring wheat crop: "The thrashing results to date indicate an average yield of about 15.0 bushels per acre. If later returns shall confirm these early results, the spring wheat crop may slightly exceed 300,000,000 bushels, including a little more than 200,000,000 in Minnesota and the Dakotas. The disappointment in North Dakota seems fully offset by rather better results than expected in South Dakota and Minnesota."

The Iowa Climate and Crop Bulletin for week ending September 9, says, "Late corn has been making unusually rapid progress toward maturity, and with continued favorable weather the bulk of the crop will be in shock or beyond danger of harm by moderate frosts by the 20th. In portions of the southern and eastern districts about one-half the corn acreage has been cut and shocked, and the work of cutting is in progress in all sections. Reports indicate a considerable yield of clover seed, though much less than in former years."

The government crop report for August, dated September 10, shows the average condition of corn on September 1 to have been 51.7. There was a decline during August amounting to 2.3 points, and the condition on the first of the present month was 28.9 points lower than on September 1, 1900, 33.5 points lower than at the corresponding date in 1899, 31 points below the mean of the September averages for the last ten years, and 8.3 points below the lowest September average, that of 1881, ever before recorded. While the August rains were beneficial to late planted corn, it is in only a few states that the crop as a whole shows any improvement or has even held its own during the month. There has been a decline of 13 points in Ohio, 8 in Indiana, 2 in Illinois, Iowa and Texas, and 3 in Nebraska. In Kansas and Missouri the local gains and losses about counterbalance each other, and in these states the condition of the crop as a whole is represented by the same figures as on August 1. The average condition at harvest of winter and spring wheat combined was 82.8, against 69.6 last year, 70.9 in 1899, and a ten-year average of 80.3. North Dakota, California and Oregon report a condition of 7 points, Washington 12, Indiana 16, Illinois 19, Missouri 22 and Kansas 28 points above their respective ten-year averages. On the other hand, the average condition in Iowa is 2 points, in Ohio and South Dakota 3, Pennsylvania 6, Minnesota and Nebraska 8, Michigan 22, and Texas 36 points below the respective ten-year averages of these states. The average condition of oats when harvested was 72.1, against 82.9 last year, 87.2 in 1899, and a ten-year average of 81.6. Of the states having the largest acreage devoted to this product, only Iowa and Minnesota report a condition comparing favorably with their ten-year averages, the former being 1 point and the latter 4 points above such averages. On the other hand, the condition of the crop in Ohio and Michigan is 3 points, in Illinois 7, in Indiana 8, Wisconsin 11, Nebraska 20, Kansas 21, New York 25, Pennsylvania 34, and Missouri 41 points below the respective ten-year averages of these states. The average condition of barley when harvested was 83.8, against 70.7 last year, 86.7 in 1899, and 83.1, the mean of the averages of the last ten years. The condition at harvest of winter and spring rye combined was 84.9, against 84.2 last year, and 86.4, the

mean of the averages of the last ten years. The average condition of buckwheat on September 1 was 90.9, as compared with 91.1 on August 1, 1901, 80.5 on September 1, 1900, 75.2 on the corresponding date in 1899, and 85.3, the mean of the September averages of the last ten years. The acreage of clover seed has been considerably reduced since last year, only two of the states in which the production of clover seed is of more than local importance, New York and Michigan, reporting even a small increase in acreage. All other states, except Nebraska, in which states the area is the same as last year, report decreases ranging from 5 per cent in California and Ohio to 37 per cent in Missouri. In New York, Minnesota and Michigan the present conditions are 1, 7, and 17 points above the respective ten-year averages, but all other states report conditions below such averages.

DID HE DO IT?

The following story was one told by a Board of Trade man, says the Chicago Evening Post. Ten years ago he had in his employ a young clerk whom he trusted as much as he did himself. One day, however, his brother-in-law saw the clerk take \$30 from the cash drawer and sneak it into his pocket while the Board of Trade man was out of the office. The brother-in-law told what he had seen and the clerk was confronted, but he denied that he was dishonest.

"You may go," the Board of Trade man told him. "A thief is bad enough, but a lying thief is worse."

As nothing was said about his dishonesty the young fellow soon obtained another position. He was advanced many times, and became so prosperous that a year or two ago he entered business for himself. They called him a "rising" young man on the Board and he seemed so square that his former employer began to think there might have been a mistake. They never spoke to each other, though, from the day the theft was discovered.

The other day, the Board of Trade man was walking along LaSalle street in front of the Illinois Trust and Savings Bank when he saw approaching him his erstwhile employe, clean cut and frank featured, the picture of business straightforwardness and integrity.

"By Jove!" said the Board of Trade man to himself. "It must have been a mistake; I'll stop him right here, tell him that I think so and try to square myself."

Just as he was about to hold out his hand the young man stooped suddenly as if to pick up something from the street. As he raised himself he thrust something into the Board of Trade man's fist.

"You dropped this, I believe," he said, as he hurried on. The Board of Trade man looked into his hand.

There were \$30 there.

THE STORY IN ITS CLASSIC FORM.

One night when the Earl of Stanhope was walking alone in the Kentish lanes a man jumped out of the hedge, leveled a pistol and demanded his purse.

"My good man, I have no money with me," said Lord Stanhope in his remarkably slow tones. The robber laid hands on his watch.

"No," Lord Stanhope went on, "that watch you must not have. It was given to me by one I love. It is worth £100. If you will trust me, I will go back to Chevening and bring a £100 note and place it in the hollow of that tree. I cannot lose my watch."

The man did trust him. The earl did bring the note. Years after Lord Stanhope was at a city dinner, and next to him sat a London Alderman of great wealth, a man widely respected. He and the Earl talked of many things and found each other mutually entertaining. Next day Lord Stanhope received a letter, out of which dropped a £100 note. "It was your lordship's kind loan of this sum," said the note, "that started me in life and enabled me to have the honor of sitting next to your lordship at dinner." A strange story; but the Stanhopes are a strange race, and things happen to them that never did or could occur to other people.

Alexander Husted, a Chicago refiner, is quoted by the Pittsburg Commercial Gazette as saying in a recent interview in that city that linseed oil has reached the highest market price since the Civil War. "Oil now sells for 80 cents a gallon, while in recent years 60 cents has been considered a good price."

It is reported that the American Linseed Company will abandon its flaxseed crushing department at the Woodman Linseed Oil Works at Omaha, Neb. The company has another plant at Sioux City, Ia., and has to ship all seed used in the Omaha plant through Sioux City from Minnesota and South Dakota, where it is grown. The Sioux City plant has a capacity of about 4,000 bushels, while the Omaha plant can crush but 2,000 bushels per day.

SEEDS

France is said to be short on grass seeds and will be compelled to import largely.

Ohio, which usually produces the largest crop of clover seed, will have a short crop this year.

The John A. Salzer Seed Company, of La Crosse, Wis., has increased its capital stock to \$100,000.

The Michigan state report makes clover condition 79 per cent of an average, as against 94 a year ago.

F. B. Mills has organized his seed business at Rose Hill, N. Y., into a stock company with \$200,000 capital.

Canadian clover seed is reported two weeks late with the first crop, which will be a drawback to seed prospects for the second crop.

The plant of the Kensington Seed & Provision Company, at Kensington, O., was burned August 28. Loss, \$7,000; insurance, \$3,500.

Bartheldes & Co., seedsmen, of Lawrence, Kan., have sold 29,000 pounds of turnip seed since July, which is more than in any other season.

C. H. Webster has opened a seed store in connection with the downtown office of the Webster Nursery at 400 South Locust Street, Centralia, Ill.

Seed peas have proved a failure around Charlevoix, Mich., yielding at best only about two bushels for each bushel sown, while the expectation was five bushels.

Exports of clover seed are officially reported at 80,000 bags for the crop year ending with June. They were 213,800 bags the year before, and 133,000 bags two years ago.

W. H. Barrett of Adrian, Mich., has leased a building at Terre Haute, Ind., in which he has installed his branch seed house formerly located at Cayuga, Ind. He is gathering tomato seeds.

C. A. King & Co. of Toledo say that most of their good reports on the present clover seed crop come from favored sections in Ohio and Michigan, and that their worst reports are from Iowa, Missouri and Illinois.

It is predicted that seed corn will be scarce next year, as very little of this year's crop will answer for seed and in some localities none at all. Authorities are predicting one dollar a bushel or more at planting time for a good quality of seed corn.

The Hawkeye Seed Company, of Des Moines, Ia., is giving special attention to seed wheat for fall planting. This company recently bought out the Livingston Seed Company, and Mr. Patterson, who was long connected with the latter company, now becomes manager of the Hawkeye Company.

Santa Clara County is said to be the banner county in the state of California for producing vegetable and flower seeds. Nearly all the seeds raised there are sold in bulk to eastern and western wholesalers, who repack them for the trade. The crop this year, which is an average one, will be about 1,060,000 pounds.

The seed-growing industry of Connecticut, which has now assumed large proportions, had its beginning in 1825, when Benjamin Hodge of Derby and Sherman Stone of Orange laid out a little seed garden in the town of Derby, on the turnpike of that name. The stone wall which originally surrounded this garden still stands as a monument to the beginning of the Connecticut seed industry.

The Harry N. Hammond Seed Company, Limited, succeeds the Harry N. Hammond Seed Company at Bay City, Mich. The new company is capitalized at \$40,000. The stockholders are: Harry N. Hammond, Allan S. Wilson, P. H. Gage and James S. Pond. The Harry N. Hammond Seed Company was organized about five years ago in Decatur, Mich. Three years ago it was removed to Bay City. The reorganization has been effected for the purpose of enlarging the business.

OUR CALLERS

We have received calls from the following gentlemen promptly connected with the grain and elevator interests, during the month:

J. W. Gale, Reedsburg, Wis.
O. W. Conner, Wabash, Ind.
James McGrew, Kankakee, Ill.
J. E. Hawthorne, Cooksville, Ill.
M. B. Helmer, Fond du Lac, Wis.
C. H. Risser, of R. G. & C. H. Risser Company, Kankakee, Ill.
A. B. Colton, Manager Great Western Manufacturing Company, Kansas City, Mo.
E. A. Ordway, Kansas City, Mo., representing Invincible Grain Cleaner Company, Silver Creek, N. Y.

TRANSPORTATION

The Decatur & Springfield extension of the Indiana, Decatur & Western Railroad is being rapidly pushed to completion.

General Washburn's new railroad out of Bismarck, N. D., will handle from 500,000 to 600,000 bushels of grain this fall. New elevators are being erected along the road.

The Santa Fe Railroad has served notice that hereafter, while the grain rush continues, all grain received at Kansas City will be sent to elevator if disposition orders are not received within 72 hours.

Grain rates Chicago to Buffalo, which early in August were around 1½ and 1¼ cents, were considerably improved in the latter part of the month, going to 1½ cents, with prospect of 2 cents for urgent cargoes.

The Chicago Transportation Company has been organized at Chicago by Charles Counselman of Chicago and E. S. Wilkinson of Syracuse, N. Y. The capital stock is \$250,000, and the purpose is to build and operate steel steamers in the lake grain trade.

Shortage of cars is complained of in Minneapolis, the elevator companies being unable to secure as many cars as they need. The railroad companies are insisting on the immediate unloading of grain at all points, as the demand for cars to move new grain is imperative.

More than 5,500,000 bushels of grain have been taken by vesselmen on the lakes for late loading. Duluth or Fort William to Buffalo. The grain is to be moved between October 15 and November 20. The rate is 3 cents for the first half of October and 3½ cents after October 15.

Forty shillings per ton seems to be the prevailing rate for grain ships from Pacific Coast ports to England, though a recent sailing is reported at a lower figure, the Dumfriesshire taking out 149,541 bushels of wheat at 37s 6d. The demand for vessel room from the nitrate ports keeps rates up.

The new 77-mile cut-off of the Chicago, Milwaukee & St. Paul Railway, now under contract, will extend from Muscatine, Ia., to Rutledge, and will connect Ottumwa and Davenport. It will shorten the distance from Chicago to Kansas City materially, and is to be finished by the last day of October, 1902.

Contract has been let for building an extension of the Arkansas & Choctaw Railroad in Oklahoma and Indian Territory. The completed road will be 300 miles long, extending from Arkinda, on the Arkansas and Indian Territory line, through parts of Louisiana, Indian Territory, Oklahoma and Texas, to Wichita Falls, Tex.

The normal tariff rate of 12 cents per hundred pounds on grain from Kansas City to Chicago is said to have been cut materially, and the Santa Fe, in retaliation for what it considers unfair treatment by its competitors, openly announced a rate of 7 cents for one day only, August 23, and repeated this offer for August 27.

The Illinois Central Railway Company and the Radcliffe Steamship Line, of Cardiff, Wales, will establish a direct line of steamers between New Orleans and Rotterdam. At the same time the sailings of the Leyland West India Line from New Orleans to London will be resumed after a long suspension on account of the Boer war.

Grain rates have been advanced Minneapolis to Chicago from 6 cents to 7½ cents per hundred, to relieve the discrimination on flour. The eastern lines also have given notice that on October 21 grain rates will be advanced, Chicago to seaboard, 2½ cents per hundred on domestic and 1 cent per hundred on export traffic. The Gulf lines also will advance rates to New Orleans and Galveston.

Traffic officials of the lake and rail lines held meetings at Chicago, August 29, and decided to advance grain rates, Chicago to New York, on October 21, to the following figures: For domestic use, 17½ cents a hundred pounds; for export, 16 cents. The present tariff rates are 15 cents, both domestic and export. It was decided to advance the rate on export wheat from Kansas City to Gulf ports to 15 cents per 100 pounds; to the Mississippi River, 7 cents; to Chicago, 10 cents.

The Cunard steamship Saxon left Boston August 24, in water ballast, refusing to take a cargo of grain because the rate is so low—1 to 2 cents a bushel. Another steamship agreed to take out a cargo of grain as ballast, guaranteeing to protect the shippers from all loss, and if a profitable market could not be found for the stuff on arrival at London to bring it back on the next trip to New York and again return it to London. The reason for this stagnation in ocean grain freights is

that the Argentine crop has temporarily glutted the British market. As soon as this is out of the way the foreign demand for American wheat will improve.

Shippers in Norfolk, Va., who ship grain and grain products to East Carolina ports claim that a freight discrimination exists against Norfolk in favor of Baltimore in the matter of freight rates on grain and grain products from Cincinnati, O. The rate from Cincinnati to Baltimore and Norfolk is exactly the same on all merchandise shipments, with the exception of grain and grain products, and an attempt is now being made by the Norfolk Bureau of Transportation to secure an adjustment of the matter.

Herbert M. Gibson, chief traffic superintendent of the Manchester Ship Canal Company, Manchester, England, is in this country with a view to securing a further development of the direct trade by steamer from American ports to the port of Manchester. Manchester is receiving large importations of grain in full cargoes from the western parts of the United States and from the River Plate. Its advantages consist in modern facilities for handling cargoes with economy and dispatch, whereby a great saving in expense is effected.

The grain movement from Chicago and Fort William to the Georgian Bay promises to be very heavy this fall. The Canada Atlantic will put on several outside boats. A new grain receiving port has been opened in the bay at Meaford, midway between Owen Sound and Collingwood. The Meaford Elevator Company has erected an elevator of 700,000 bushels' capacity and the steamer Spokane carried the first cargo to Meaford from Chicago, consisting of 100,000 bushels of wheat and 55,000 bushels of corn. Meaford is 50 hours from Chicago by steamer and the harbor is easy of access, with no rocky islands and reefs obstructing it.

Late Patents

Issued on August 13, 1901.

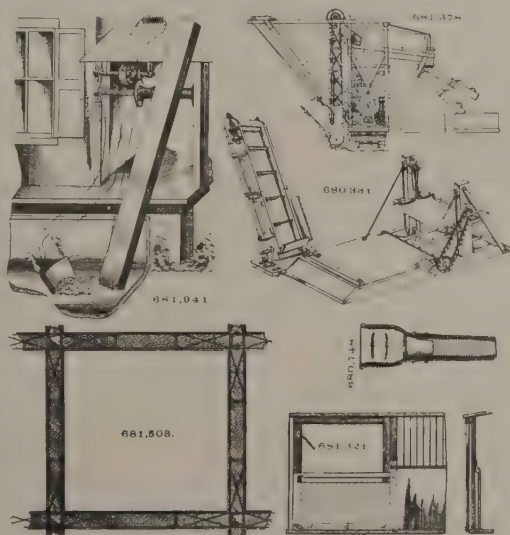
Grain Dump and Elevator.—Geo. W. Johnson, Piper City, Ill. Filed May 18, 1901. No. 680,331. See cut.

Issued on August 20, 1901.

Grain Tube Connection.—John E. Welling, Cynthia, Ky., assignor to Walter C. Renaker, same place. Filed April 9, 1901. No. 680,748. See cut.

Issued on August 27, 1901.

Portable Elevating Machine.—Rankin L. Shoemaker, New Comerstown, and Freeman R. Willson Jr., Columbus, O., assignors to the Jeffrey Mfg. Co., Columbus, O. Filed January 12, 1901. No. 681,378. See cut.



Grain Car Door.—Jacob D. Hoover, Winchester, Va., assignor of one-half to Geo. H. Kinzel, same place. Filed June 27, 1901. No. 681,321. See cut.

Fireproof Grain Bin and Floor.—Olaf Hoff, Minneapolis, Minn. Filed April 29, 1901. No. 681,503. See cut.

Issued on September 3, 1901.

Power Shoveling Device.—Charles S. Westbrook, Ogdensburg, N. Y. Filed November 28, 1900. No. 681,941. See cut.

All previous monthly records of traffic on the Soo Canals were beaten in July last, when 4,781,072 tons of freight passed these waterways. The principal items were 5,854,777 bushels of grain, 1,092,625 barrels of flour, 3,351,294 tons of ore, and 183,844,000 feet of lumber. There were 3,211 ves-

BARLEY AND MALT

New crop barley began to arrive in Minneapolis and Duluth about August 10.

The first sale of new brewing barley in the Lewiston country of Idaho was made August 5. It comprised 10,000 bushels and was sold at 55 cents per hundred.

The American Malting Company has spent \$6,000 for new machinery and repairs to its plant at Watertown, Wis., and the newly fitted plant is now in operation.

The new Milwaukee Malting Company's large plant on South Bay street, Milwaukee, is about completed. It is described as one of the best plants in the Northwest.

The Brewers' Grains and Feed Company has been organized at New York City, with capital stock of \$25,000. The directors are C. F. Wygand, Otto C. Wygand and Christian Camelhloen, all of New York.

It is estimated that 280,000,000 bu. of barley are produced in the world, of which Russia produces by far the largest amount. Next in order comes Austria, followed by Germany, the United States, England and Spain.

Walter J. Crisp, a farmer living three miles east of Dell Rapids, S. D., claims the record for barley yields this year. Forty acres yielded him 46½ bushels to the acre, for which he received 49 cents a bushel, or \$22.78 per acre.

Minneapolis is coming to the front as a barley market. The receipts of barley at that point during the year 1900 were 4,662,000 bushels, which, it is claimed, were the greatest primary receipts of any market in this country. The principal barley markets are Chicago, Milwaukee and St. Louis.

Oregon and Washington have just harvested the largest and best crop of barley ever grown in the Pacific Northwest, and California is following close with a record-breaking crop. The price has fallen from \$17.50 to under \$15.50, and as all the crop cannot possibly be used for brewing it is certain to go to a feed basis.

A director of the American Malting Company is quoted as saying that the financial results of the last fiscal year have been fair, and show a surplus after paying all expenses and charges. A plan for the readjusting of the capitalization of the company may be submitted to the consideration of the stockholders at the annual meeting this fall.

The D. H. Stuhl Grain Company of Davenport, Iowa, in sending their customers samples on August 30 of two standard purified grades of barley made up of the best selected barley of this crop, thoroughly cleaned and not clipped or brushed, says: "A large per cent of this crop is light weight and on the 'shoe-peggy' order, testing from 40 to 41 pounds or less. The shrinkage in malting the light-weight barley, even if it is clipped and brushed up to show a fair test, will be very expensive for malting purposes compared with the better and higher priced grades."

KUHNE'S ANNUAL BARLEY REPORT.

The annual barley report prepared by Julian Kuhné of Chicago for the "Western Brewer," estimates the barley crop in Iowa, as reported from 119 points in 46 counties, at an aggregate yield of 10,000,000 bushels, as against 11,708,822 bushels last year. Most of the Iowa crop is of very light weight, thin and shrunken, caused by excessive heat.

The Minnesota crop he estimates at between 8,000,000 and 9,000,000 bushels, of which the majority will grade No. 3, on account of light weight and shrunken appearance.

The Wisconsin crop will be about the same as that of last year, which was 6,259,179 bushels. The quality is mixed.

South Dakota reports indicate a barley crop of about 2,000,000 bushels, as against 1,543,571 bushels last year. The quality is about evenly divided between good and fair.

North Dakota will have over 2,500,000 bushels, compared with 1,998,840 bushels last year.

California, Washington and Montana are considered good for over 27,000,000 bushels of barley this year, of excellent quality, a large increase over last year's yield.

New York, Michigan and Ohio will produce about the same crop as last year.

For the entire United States the estimate is 46,000,000 bushels available for all purposes, inclusive of feeding to stock, as against 41,160,770 bushels last year.

The Kansas Experimental Station has sent to the British government a quantity of Kafir corn, which is designed to be sent to India and an effort made to grow it there.

OMAHA GRADES.

The following are descriptions of the grades of all grain subject to inspection at Omaha as established by the committee on grain of the Omaha Board of Trade:

No. 1 White Winter Wheat—Shall be pure white winter wheat, or red and white mixed; sound, plump and well cleaned.

No. 2 White Winter Wheat—Shall be white winter wheat, or red and white mixed; sound and reasonably clean.

No. 3 White Winter Wheat—Shall include white winter wheat, or red and white mixed, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—Shall include white winter wheat, damp, musty or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—Shall be pure red winter wheat, of long berried varieties; sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—Shall be of the same varieties as No. 1, sound and reasonably clean.

Hard Winter Wheat—The grades of Nos. 1, 2, 3 and 4 hard winter wheat shall correspond in all respects with the grades Nos. 1, 2, 3 and 4 red winter wheat, except they be of the Turkish variety.

In case of mixture of Turkish red winter wheat with red winter wheat, it shall be graded according to the quality thereof and classed as hard winter wheat.

No. 1 Red Winter Wheat—Shall be pure red winter wheat of both light and dark colors, of the short-berried varieties; sound, plump and well cleaned.

No. 2 Red Winter Wheat—Shall be red winter wheat of both light and dark colors; sound and reasonably cleaned.

No. 3 Red Winter Wheat—Shall include red winter wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—Shall include red winter wheat, damp, musty or from any cause so badly damaged as to render it unfit for No. 3. In case of mixture of red and white winter wheat, it shall be graded according to the quality thereof, and classed as white winter wheat.

No. 1 Colorado Wheat—Shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—Shall be sound, reasonably clean and of good milling qualities.

No. 3 Colorado Wheat—Shall include Colorado wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

SPRING WHEAT.

No. 1 Northern Spring Wheat—Must be northern grown spring wheat, sound and reasonably clean and of good milling quality and must contain not less than 50 per cent of the hard varieties of spring wheat.

No. 2 Northern Spring Wheat—Must be northern grown spring wheat, not clean enough or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat.

No. 1 Spring Wheat—Shall be sound, plump and well cleaned.

No. 2 Spring Wheat—Shall be sound, reasonably clean and of good milling quality.

No. 3 Spring Wheat—Shall include all inferior, shrunken or dirty spring wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat—Shall include spring wheat, damp, musty grown, badly bleached or for any cause which renders it unfit for No. 3.

White Spring Wheat—The grades of Nos. 1, 2, 3 and 4 white spring wheat shall correspond with the grades of Nos. 1, 2, 3 and 4 spring wheat, except that they shall be of the white variety, or shall contain 5 per cent or more of such white wheat.

Black Sea and Flinty Pife Wheat—Shall in no case be inspected higher than No. 2, and rice wheat no higher than No. 4.

MIXED WHEAT.

The grades of Nos. 2 and 3 mixed wheat shall be equal in quality to the grades of Nos. 2 and 3 red winter wheat, except that they shall include mixtures of spring and winter wheat.

INSPECTION OF UNCLEANED WHEAT.

In inspecting wheat that has not been properly cleaned the track inspector shall determine and should state upon his inspection ticket the number of pounds per bushel, or fraction thereof, that in his judgment will be a just and proper allowance for cleaning the same wheat to the grade fixed upon it by said inspector.

CORN.

No. 1 Yellow—Shall be pure yellow corn, sound, dry and well cleaned.

No. 2 Yellow—Shall be three-fourths yellow, sound, dry and reasonably clean.

No. 3 Yellow—Shall be three-fourths yellow, reasonably dry and reasonably clean, but not sound enough for No. 2.

No. 1 White—Shall be pure white corn, sound, dry and well cleaned.

No. 2 White—Shall be 15-16 white, sound, dry, and reasonably clean.

No. 3 White—Shall be 15-16 white, reasonably dry and reasonably clean, but not sound enough for No. 2 white.

No. 4 White—Shall be 15-16 white, not wet or in a heating condition, and unfit to grade No. 3 white.

No. 1 Corn—Shall be mixed corn of choice quality, sound, dry and well cleaned.

No. 2 Corn—Shall be mixed corn, sound, dry and reasonably clean, but not good enough for No. 1.

No. 3 Corn—Shall be mixed corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Shall include all mixed corn, not wet or in a heating condition, that is unfit to grade No. 3.

No. 2 Corn "Color"—Shall be seven-eighths white and in condition same as No. 2 corn.

No. 3 Corn "Color"—Shall be seven-eighths white and in condition same as No. 3 corn.

OATS.

No. 1 Oats—Shall be mixed oats, sound, clean and free from other grain.

No. 2 Oats—Shall be mixed oats, sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—Shall be mixed oats that are slightly damp, unsound, slightly musty, dirty, or from any other cause unfit to grade No. 2.

No. 4 Oats—Shall be mixed oats, not wet or in a heating condition, or from any other cause unfit to grade No. 3.

No. 1 White Oats—Shall be pure white, sound, clean and free from other grain.

No. 2 White Oats—Shall be seven-eighths white, sound and reasonably clean and reasonably free from other grain.

No. 3 White Oats—Shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 4 White Oats—Shall be seven-eighths white, not wet or in a heating condition, badly stained or for other causes unfit to grade No. 3 white.

No. 2 Oats "Color"—Shall be three-fourths white, and in condition the same as No. 2 oats.

No. 3 Oats "Color"—Shall be three-fourths white, and in condition the same as No. 3 oats.

No. 1 Northern Oats—Shall be mixed oats of northern growth, and in condition the same as No. 1 oats.

No. 2 Northern Oats—Shall be mixed oats of northern growth, and in condition the same as No. 2 oats.

No. 1 White Clipped Oats—Shall be white, sound, clean, reasonably free from other grain, and shall weigh not less than thirty-six pounds to the measured bushel.

No. 2 White Clipped Oats—Shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain, and shall weigh not less than thirty-four pounds to the measured bushel.

No. 3 White Clipped Oats—Shall be seven-eighths white, not sufficiently sound or clean for No. 2, and shall weigh not less than twenty-eight pounds to the measured bushel.

RYE.

No. 1 Rye—Shall be sound, plump and well cleaned.

No. 2 Rye—Shall be sound, reasonably clean and reasonably free from other grain.

No. 3 Rye—Shall be reasonably sound, reasonably dry, free from must, and not good enough for No. 2.

No. 4 Rye—All rye, damp, musty, or for any other cause unfit for No. 3.

BARLEY.

No. 1 Barley—Shall be sound, plump, bright, clean, and free from other grain.

No. 2 Barley—Shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3 Barley—Shall include slightly shrunken and otherwise slightly damaged barley, not good enough for No. 2.

No. 4 Barley—Shall include all barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—Shall include all barley which is badly damaged, or from any cause unfit for malting purposes, except that barley which has been chemically treated shall not be graded at all.

Scotch Barley—The grades of Nos. 1, 2 and 3 Scotch barley shall correspond in all respects with the grades of Nos. 1, 2 and 3 barley, except that they shall be of the Scotch variety.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing barley shall conform in all respects to the grades of Nos. 1, 2 and 3 barley, except that they shall be of the Bay Brewing variety, grown in the Territories and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier barley shall conform in all respects to the grades of Nos. 1, 2 and 3 barley, except that they shall be of the Chevalier variety, grown in the Territories and on the Pacific Coast.

"NEW."

The word "new" shall be inserted in each certificate of inspection of a newly harvested crop of

oats until the 15th day of August; of rye until the first day of September; of wheat until the first day of November, and of barley until the first day of May of each year.

This change shall be construed as establishing new grades for the times specified to conform to the existing grades of grain in all particulars, excepting the distinction hereby established between the new and the old crop, and shall apply to grain inspected from store for two months after the times respectively above specified.

HEATING

All grain that is warm, or that is in a heating condition, or is otherwise unfit for warehousing shall not be graded.

REASONS.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

TEST WEIGHT.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his book.

INSPECTION FEES.

The chief inspector of grain is hereby authorized to collect on all grain inspected under his direction as follows:

For in inspection, 35 cents per carload, 15 cents per wagon or cartload, 40 cents per 1,000 bushels from canal-boats, one-quarter of one cent per bushel from bags.

For out inspection, 50 cents per 1,000 bushels to vessels, 35 cents per carload to cars, 15 cents per wagon-load to teams.

"PLUGGED," "LOADED" OR "SCOURED" GRAIN.

The said chief inspector, and all persons inspecting grain under his direction, shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been "plugged" or otherwise "improperly loaded" for the purpose of deception. Wheat which has been subjected to "scouring," or to some process equivalent thereto, shall not be graded higher than No. 3.

ATTEMPTS AT FRAUD OR INTERFERENCE.

All persons employed in the inspection of grain shall promptly report to the chief inspector in writing all attempts to defraud the system of grain inspection; and all instances where warehousemen shall deliver, or attempt to deliver, grain of a lower grade than that called for by the warehouse receipt.

They shall also, in the same manner, report all attempts of receivers or shippers of grain, or any other person interested therein, to instruct, or in any improper way to influence the action or opinion of any inspector in the discharge of his duty, and the chief inspector shall report all such cases to the grain committee.

MANITOBA GRAIN STANDARDS.

The "General Inspection Act" of Canada prescribes the following descriptions of the permanent grain standards for the guidance of inspectors: These standards took effect with the arrival of wheat of the 1901 crop:

SPRING WHEAT.

"Extra Manitoba hard wheat shall weigh not less than sixty-two pounds per bushel, shall be plump, sound and well cleaned, and shall contain not less than 85 per cent of hard red Fife wheat.

"No. 1. Manitoba hard wheat shall be plump, sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least 75 per cent of hard red Fife wheat.

"No. 1 hard white Fife wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than 60 per cent of hard white Fife wheat and shall not contain more than 25 per cent of soft wheat.

"No. 1 Manitoba Northern wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least 60 per cent of hard red Fife wheat.

"No. 2 Manitoba Northern wheat shall be sound and reasonably clean, of good milling qualities and fit for warehousing, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least 45 per cent of hard red Fife wheat.

"Any wheat not good enough to be graded as No. 2 Manitoba Northern shall be graded No. 3 Manitoba Northern, in the discretion of the inspector.

"Scoured wheat shall not be graded higher than No. 3 Manitoba Northern.

"All wheat in the preceding six grades shall consist wholly of wheat grown in Manitoba, the North-

west Territories or in Ontario west of Fort William, on Lake Superior."

OATS.

"No. 1 oats shall be sound, plump, clean and free from other grain.

"No. 2 oats shall be sound, reasonably clean and reasonably free from other grain.

"No. 3 oats shall be sound but not clean enough to be graded as No. 2.

"Rejected oats shall include such as are damp, unsound, dirty or from any other cause unfit to be graded as No. 3."

BARLEY.

"No. 1 barley shall be plump, bright, sound, clean and free from other grain.

"No. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, shall be reasonably free from other grain and weigh not less than forty-eight pounds to the bushel.

"No. 3 extra barley shall be in all respects the same as No. 2 barley, except in color, weighing not less than forty-seven pounds to the bushel.

"No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel.

"No. 4 barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel.

"All barley which is damp, musty or from any cause badly damaged or largely mixed with other grain shall be graded as 'rejected.'"

FLAXSEED.

"No. 1 Manitoba flaxseed shall be mature, sound, dry and sweet, free from mustiness and containing not more than 10 per cent of damaged seed, and weighing not less than fifty-three pounds to the bushel of commercially pure seed.

"No. 2 Manitoba flaxseed shall be mature, sound, dry and sweet, free from mustiness and containing not more than 20 per cent of damaged seed and weighing not less than 50 pounds to the bushel.

"All flaxseed which is immature or musty, or which contains more than 20 per cent of damaged seed, and which is not too damp or unfit for temporary storage, shall be graded as 'rejected.'"

"All flaxseed which is warm, moldy, very musty, too damp or unfit for temporary storage, shall be classed as 'no grade' with the inspector's notation as to quality and condition."

MINNESOTA GRADES FOR 1901-2.

The Minnesota State Board of Grain Appeals met at the Minneapolis Corn Exchange on August 31 to fix the grain grades for the ensuing year. No important changes were made in the wheat grades. In the general rules the word "new," as applied to a newly harvested crop, was ordered stricken out because it was shown to be not only misleading, but the cause of much needless confusion.

The Board also created one more grade of oats, an intermediary grade between "three white" and "No. 3 oats," to be known as "four white." Heretofore all oats slightly stained and dirty have been put into the No. 3 grade, which is designated as containing all oats that are merchantable and warehousable, not fit for higher grades. No. 3 white oats are described as being seven-eighths white, but not sufficiently sound and clean for No. 2. No. 4 white grade will contain more stained and dirty oats, still merchantable, formerly graded as No. 3.

The "rejected flaxseed" grade was slightly amended. The words "been burnt" were inserted instead of "damp" and the word "temporary" was eliminated. The grade being now designated as "flaxseed that has been burnt, immature, field damaged or musty, and yet not less than forty-seven pounds to the measured bushel of commercially pure seed."

In the "no grade flaxseed" the word "damp" was inserted in addition to the words "warm, moldy, very musty or otherwise unfit for storage."

Previous to the meeting there had been some talk of lowering the grade of wheat from 56 to 55 pounds, but this proposed change was not made. It was explained, for the benefit of the farmers concerned, that wheat weighing 55 pounds, or one pound less than the minimum weight requirement of the No. 2 grade, is admissible to that grade, provided it meets all other requirements. There had been some apprehension among farmers regarding the status of this 55-pound wheat, and the information that it will be admitted to No. 2 grade will be welcome news to those in the Northwest whose wheat crop this year is of that description.

There are now seven grain exporting firms operating from Tacoma, while three years ago there was but one—Balfour, Guthrie & Co. Since that time the following have been added to the list: Tacoma Grain Company, Kerr, Gifford & Co., Eppinger & Co., G. W. McNear & Co., Girvin & Eyre and the Puget Sound Warehouse Company.

Items from Abroad

At July 1 the corn crop of Roumania was in excellent condition.

An elevator of 185,000 bushels' capacity is contemplated for Odessa, Russia.

The first delivery of new English wheat for the current crop was made on August 12 at the Clarence Flour Mills, Hull.

Advices from Paris at August 24 are to the effect that the French wheat crop is not so bad as feared. The price had therefore declined 1½ cents per bushel during the week ending on the date named.

The Korean government has forbidden the exportation of rice on account of the bad crops. Japan has an agreement with Korea forbidding such action except in the case of dire necessity, and an examination will be made.

The chief cereal crop of Queensland, Australia, is corn, to which 110,489 acres were planted last crop. These produced an average of 25 bushels per acre, but on new lands in a good season 80 to 100 bushels per acre have been produced.

Australia expects to export 20,000,000 to 22,000,000 bushels of wheat of the last crop. It is therefore proposed to erect an exporting grain shed at Darling Island, Melbourne, with power conveyors and other loading facilities for handling grain in bags.

In 1897 Germany bought from Russia grain to the value of \$27,000,000 more than she bought from the United States, but in 1900 the United States had lowered this excess to a little under \$5,000,000. The value of German's total imports of grain in 1900 was \$126,000,000.

Argentina's exports for first six months of 1901 included 55,263,246 bushels of wheat, which was more than double the exports of the same six months of the previous year; and 10,585,020 bushels of corn, which is about 40 per cent less than the previous year. Weather conditions are unfavorable for the next harvest.

The new English wheat is said to be of excellent quality and very heavy, weights of 65 pounds being not uncommon, and samples weighing 66 and even 67¼ pounds are reported. A total yield of 52,400,000 bushels is estimated, at 29 bushels per acre, by the Agricultural Gazette. The Millers' Gazette thinks 31 bushels will be reached, giving a total of 54,000,000. At this rate the United Kingdom's import requirements will be 188,000,000 bushels.

The SS. Glanhafren, carrying 148,478 bushels of wheat, after unloading showed a shortage of 2,857 bushels, or about 2 per cent, against an average of ¾ of 1 per cent, or a maximum of 1 per cent. It appeared later that the chief officer in another port sold 15 bags of sweepings at \$1.08 per bag. The officer was arrested under charge of theft. He was discharged, the magistrates holding there was no appearance of an unlawful intention to steal the grain.

As early as August 15 the Russian government had begun preparations for the feeding of the population in districts where starvation is threatening. By a law adopted some time ago, the district assemblies are relieved from all responsibility in the matter, the famine relief funds being now turned over to the central government. Agents of the ministry of the interior are engaged in buying up grain, though the Russian press is forbidden to mention the matter.

The Russian newspaper, the Novoe Vrenia, on August 19, criticizing the German tariff, suggests a grain export trust between Russia, the United States and the Argentine Republic. It says that in order to maintain prices at fixed standards great grain magazines might be established in the chief ports of those countries which are the largest consumers of foreign grain, the trust agreeing upon rates for the various cereals. It is believed, however, that M. Witte, minister of finance, is radically opposed to the latest development of the trust.

The reports of the Russian wheat crop to August 1 are to the effect that winter grains will be good in the provinces of Kieff, Podolia, Bessarabia and Kherson, in some portions of the Black Earth district, particularly the provinces of Chernigoff, Poltava, Volhynia, Kursk, in the provinces of Minsk, Grodno, Kovno, Vitebsk and Smolensk, in portions of the Baltic territory, in Finland, and in a portion of the central region. In the remaining portions of the empire the winter grains will shade off from below medium to very bad, and the official reports add, laconically, that "the condition of spring grains is below that of winter grains." The harvest of spring grains will be "satisfactory" in the southwest, the Vistula provinces and portions of the Northwest. It is bad throughout the immense southwestern territory between the Dnieper and the Urals. Percentage estimates have not been given.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

Fairbanks & Morse Gasoline Engine, 4 to 5 horsepower. Good as new.

CROWN MFG. CO., 506 Second St. S., Minneapolis, Minn.

GASOLINE ENGINES.

All makes of gasoline engines bought, sold, rented and exchanged. Address

M'DONALD, 36 W. Randolph St., Chicago.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

ENGINE AND BOILER.

For sale, a 25-horsepower Atlas Engine and Boiler. In good condition. Will sell cheap. Address

J. R. SMITH & SON, Lamoni, Iowa.

FOR SALE.

A 10-horsepower gas engine, roller feed mill, elevator stand, conveyors, shafting, pulleys, belting, etc., complete for grinding. Address

LEWIS RYAN, 5 and 7 South St., Philadelphia, Pa.

ILLINOIS ELEVATOR

For sale, the Halderman Elevator, capacity 25,000 bushels. Gasoline engine and two dumps. Good opening for stock buyer and coal dealer. Inquire of

M. H. HALDERMAN, Mt. Carroll, Ill.

B. & L. SEPARATOR.

For sale, a No. 36 Barnard & Leas Special Separator. As good as new. No better cleaner made. Capacity 1,000 bushels per hour. Will sell cheap. Replacing it with a combined cleaner and scourer.

E. M. FLICKINGER, Kingfisher, Okla.

FOR SALE.

One 72-inchx16-foot boiler.

Two 66-inchx18-foot boilers.

One 18-inchx24-inch Automatic Engine.

One 42-foot, 60-ton Buffalo Track Scale.

One 24-inchx54-inch Vilter Cortiss Engine.

STEPHENS & TYLER, 1505 Monadnock Bldg., Chicago.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED.

A second-hand Hall Grain Distributor, with not less than 10-duct openings. Must be complete, in good order, and cheap. Address

DISTRIBUTOR, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

CORN COBS WANTED.

Wanted, 1,000 tons of corn cobs for delivery at Cincinnati or Sandusky, Ohio, during winter. Must be dry and in good condition for grinding. Name price delivered. Address

COB, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR WANTED.

Wanted, for cash, grain elevator doing good business, in good town. Give full particulars first letter.

WM. W. BOUSLAUGH, Sumner, Iowa.

WANTED

Want to lease for one year, with privilege of buying, a grain elevator in good grain country of Illinois. Must do a good business. Address

A. B. SMITH, Rosemond, Ill.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

NOTICE.

We hereby give notice that we will commence action against anyone purchasing cleaners embodying the principles of the Clipper Cleaner, upon which we hold patents.

A. T. FERRELL & CO., Saginaw, Mich.

WANTED.

Wanted, old engines, boilers and scrap iron. For sale, complete power plants. We can rebore your cylinder and valve seats right in their position. Address
FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

E. R. Ulrich & Sons, SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered. No Wheat For Sale.

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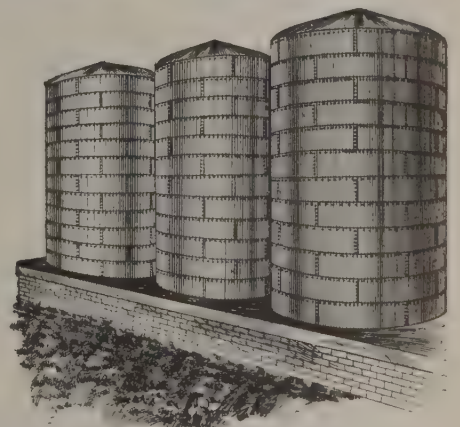
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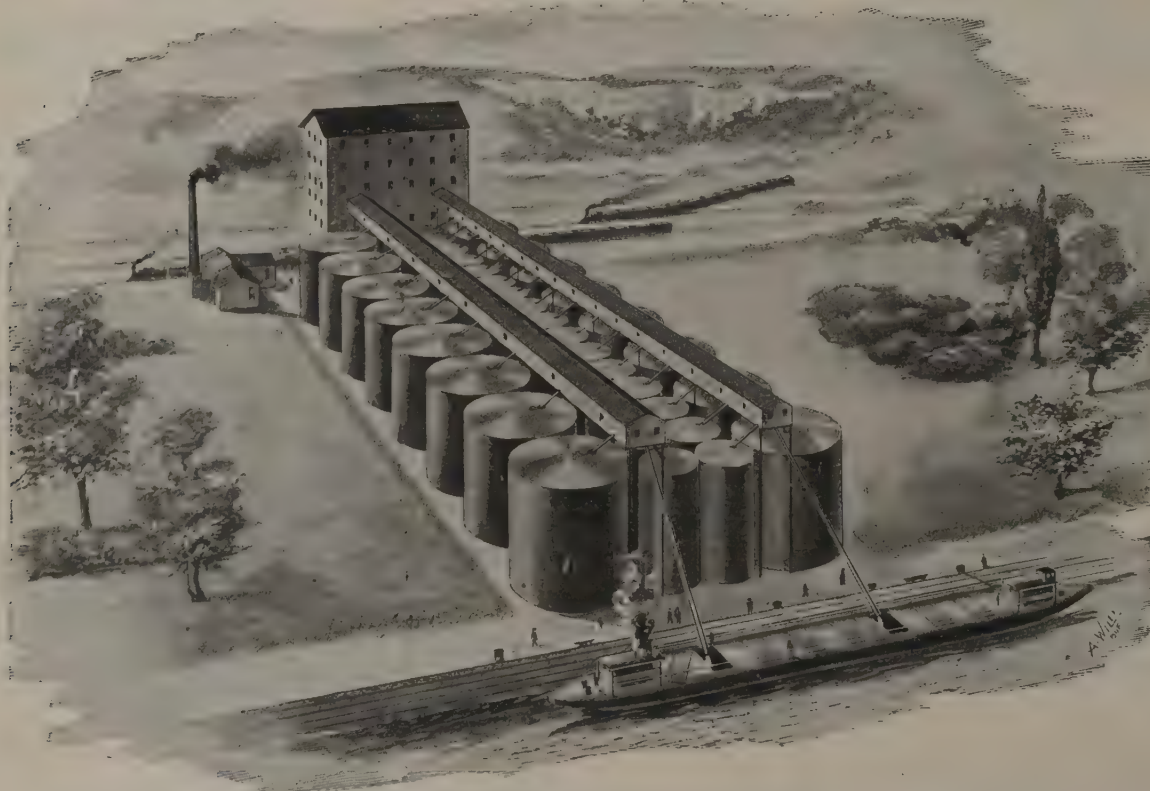
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Engineer and Contractor for Grain Elevators,

Monier Constructions
a Specialty.

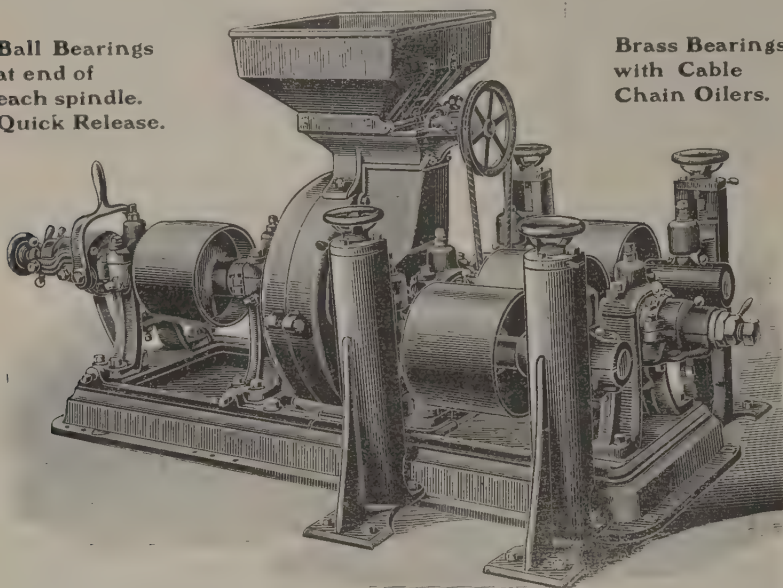
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The C. M. Seckner Engineering Co.,
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**THIS IS THE YEAR
THIS IS THE MILL
TO MAKE FEED GRINDING PAY**

Ball Bearings
at end of
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Quick Release.

Brass Bearings with Cable Chain Oilers.



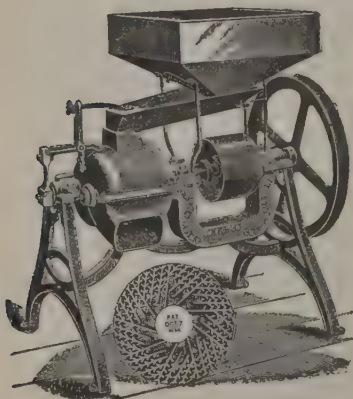
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Renders twist belts unnecessary. It affords a take-up to belt of from 10 to 16 inches, according to size of mill.

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The Best on Earth

For Fine Grinding and Easy Running.

They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition.

Do not dull when running together.

Grinds **OATS** perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

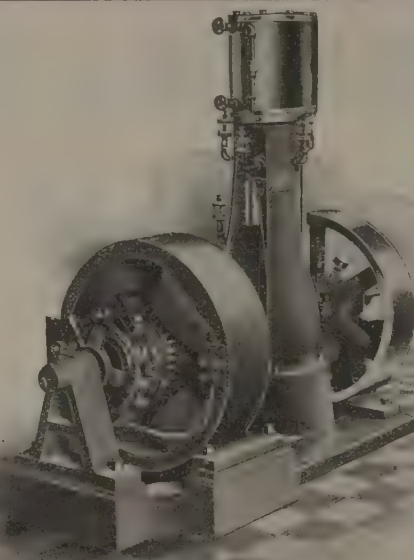
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We sell you the right to erect and use this purifying process, furnishing you blue prints and plans, or a man to oversee the erection as may be desired. " " " " " "

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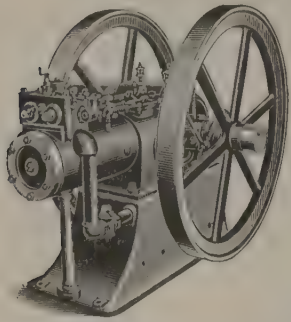
It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

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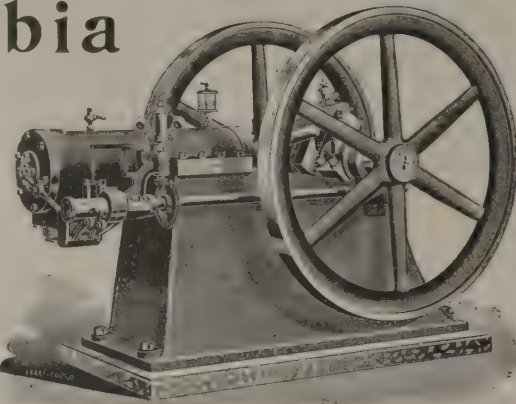
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Will last longer
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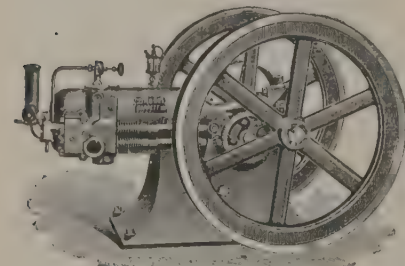
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IS THE SIMPLEST AND BEST.

Its first cost and cost of operation is 50
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Perfect work guaranteed.
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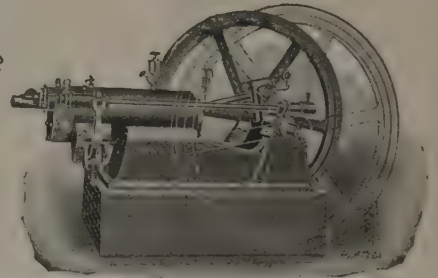
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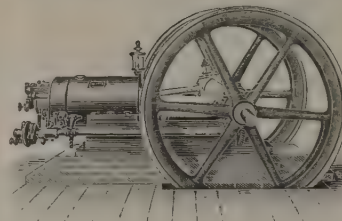
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Are no experiment. Twelve years
of experience in furnishing elevator
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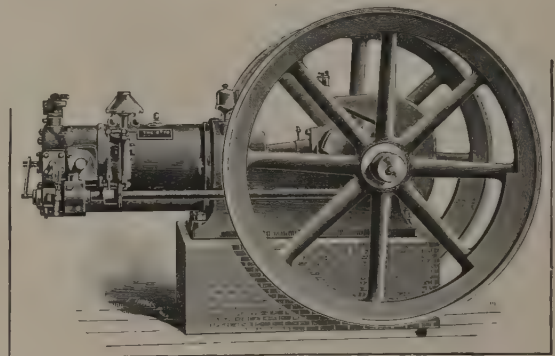
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The greatest ease of operation and adjustment.

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SEND IN YOUR SPECIFICATIONS AND WE WILL QUOTE YOU PRICES. GENERAL CATALOGUE FREE.



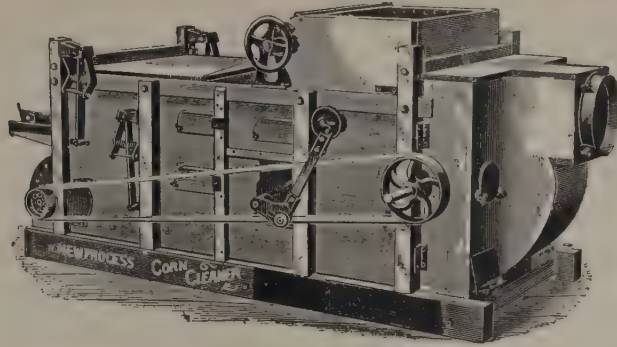
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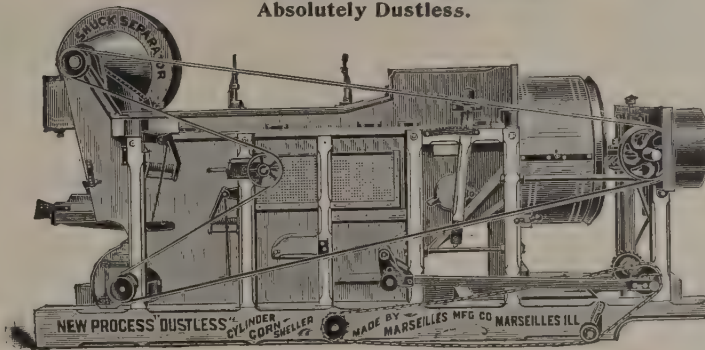
Flexible Spouts, Any Size or Length



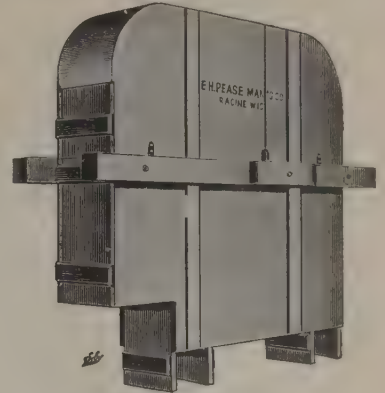
Fanning Mills and Warehouse Separators.



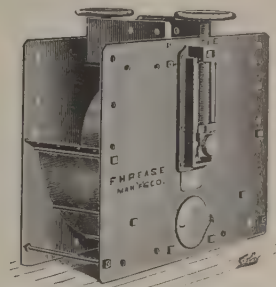
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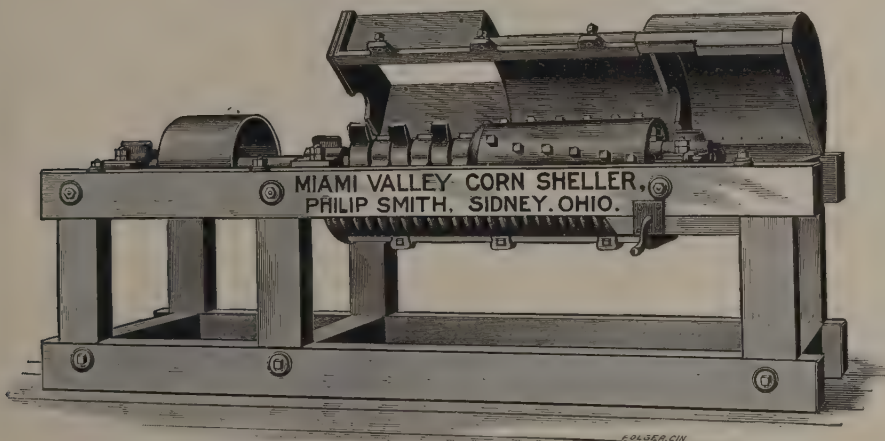
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Pillow Blocks,
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Power Transmitting Appli-
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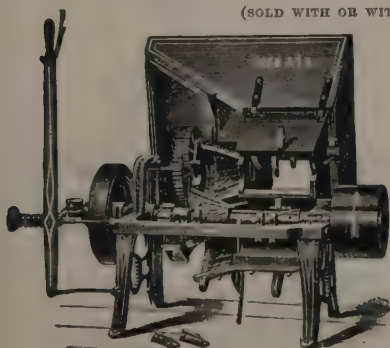
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The Best All-Around Feed Mill

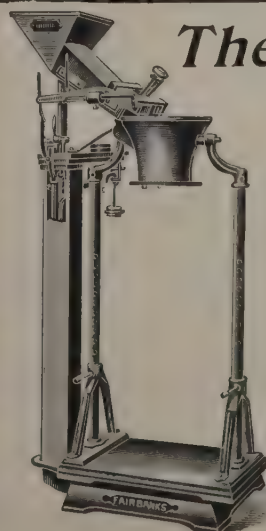
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For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. *Will grind Kaffir corn* in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

You will need one early this Fall. Lay your plans now for a profitable season. Our Catalogue sent for the asking.

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The Bosworth... Automatic Weighing Scale

FOR WEIGHING AND BAGGING
ALL KINDS OF GRAIN.

Rapid work. Saves time.
Accurate weight. Best investment that can be made.

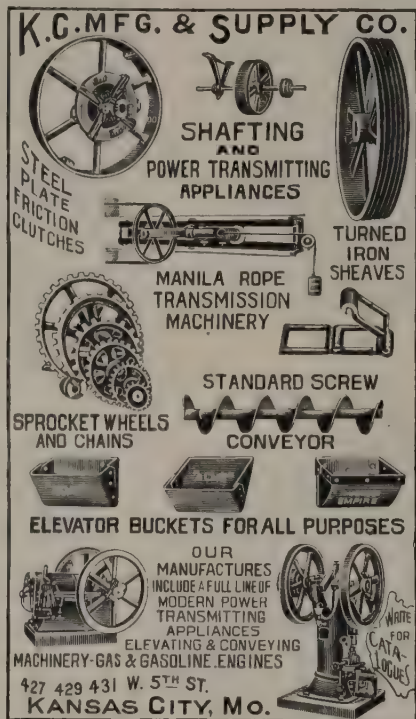
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Complete Grain Elevator Equipments Carried in Stock.

EXCLUSIVE
SOUTHWESTERN
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EXCLUSIVE
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Steam Engines
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Also Union
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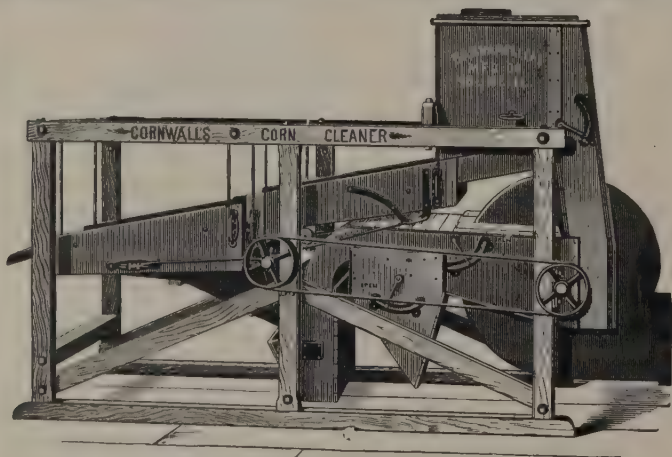
**GRAIN ELEVATOR
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

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Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
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Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

**Elevator
Machinery
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Supplies**

Guaranteed to clean corn cleaner than any rolling screen cleaner made. Dustless, light running and durable. Once through does the work. Use it and your corn will never grade dirty.

We also make the VICTOR CORN SHELLER, which is in use everywhere. BARNARD'S PERFECTED SEPARATORS, a complete line of SCOURERS, OAT CLIPPERS, Etc. We make or supply

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Distributing Spouts, Turn Heads,
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Belting - Chain, Leather, Cotton, Rubber,
Everything Needed in the Elevator Line.

BARNARD & LEAS MFG. CO.

Builders of Elevators and
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— **MOLINE, ILL.**

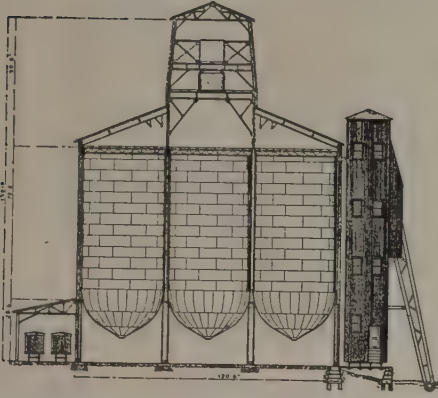
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Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross-section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
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Steel Stacks and
Steel Construction of
Every Description,

Designed,
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Erected in
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WE HAVE A COMPLETE MODERN EQUIPMENT FOR
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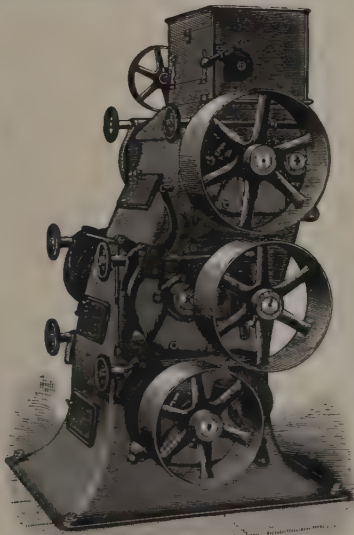
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STEPHENS, ADAMSON & CO.,

MANUFACTURERS OF

GRAIN ELEVATOR MACHINERY,

AURORA, ILL.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

...FEED AND MEAL...
— IT PAYS —

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THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,

85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



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UPPER RUNNERS,
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ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

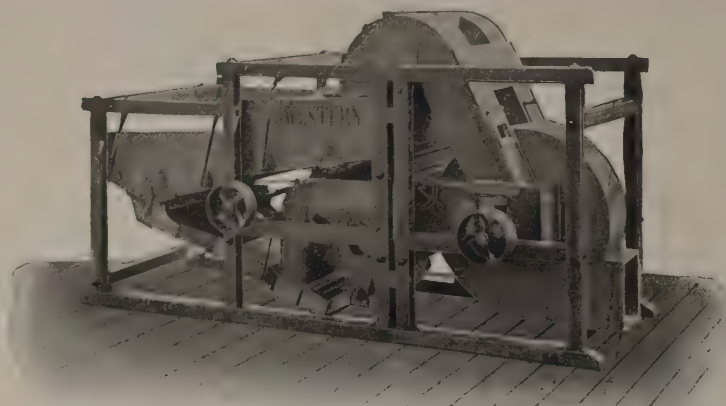
We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



Side View.

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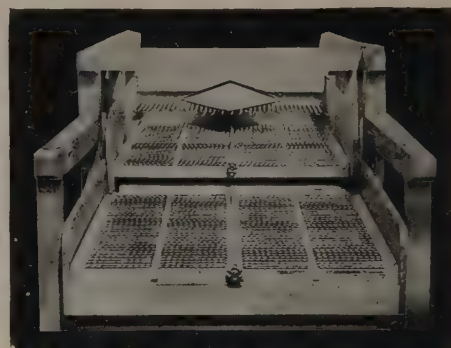
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The "Western" Shaker Cleaner

Separates CORN from COBS and Cleans WHEAT and OATS
THOROUGHLY without changing screens.

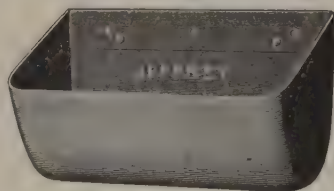
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Perfect
Separations.
Perfect Cleaning.
Duplex Shake.
Strong, Light,
Durable,
Compact and
Quiet.



End View.

JEFFREY ELEVATORS. CONVEYORS.

Designed to Suit Requirements.

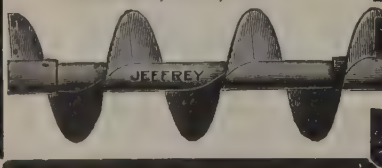


Jeffrey Standard Steel Elevator Buckets

For handling
GRAIN, SEED, FLOUR,
And for light and medium
work in general.

FOR CATALOGUE ADDRESS

The Jeffrey Mfg. Co.,
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ON GRAIN ELEVATORS
AND CONTENTS

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It is a Mutual Company which insures
more mills and grain elevators than any
other company in the United States.

It has been in business 26 years and its
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of the board rates of stock companies.

Its cash assets, January 1, 1901, amount-
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The same conservative management
which has directed the Company's affairs
all through its prosperous existence will
be continued.

Before placing your insurance, write to
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afford to insure in any other company.

W. L. BARNUM, SECY.

A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will
more than pay all your running expenses.
It will be an accommodation to the farmers

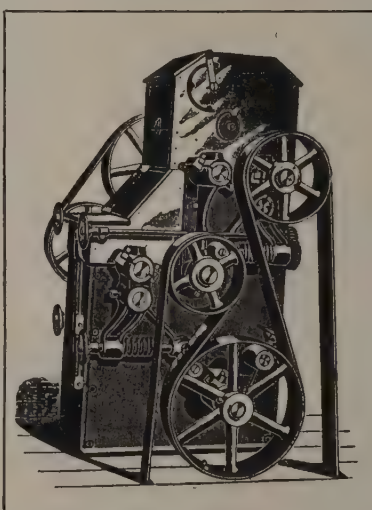
AND WILL INCREASE
YOUR TRADE.

WRITE FOR CATALOGUE OF THE
BEST FEED MILL ON EARTH.

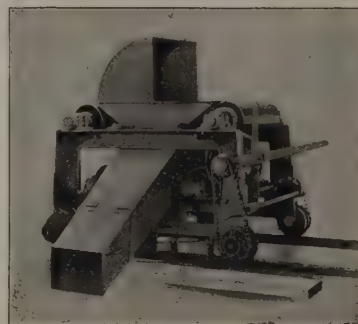
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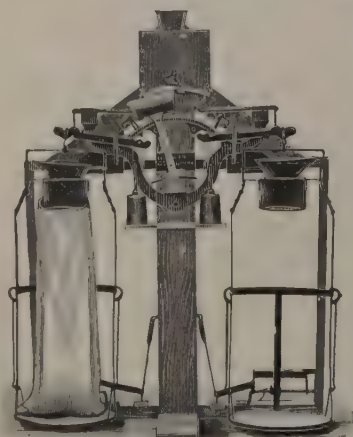
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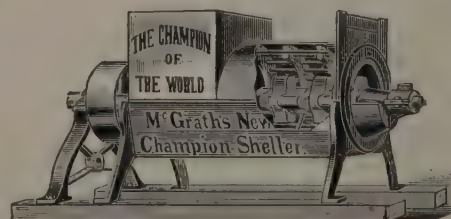
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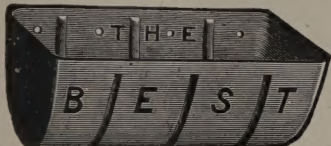
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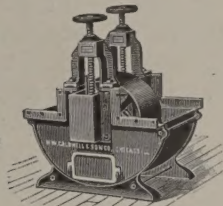
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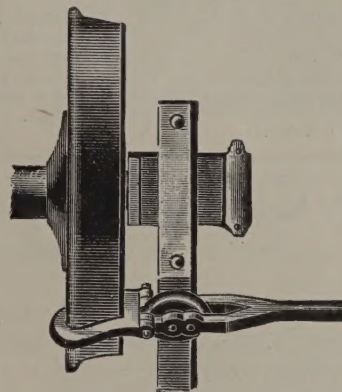
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It moves a car with less power and greater speed than any mover on the market. Price \$5.00, F. O. B. Sac City, and shipped C. O. D., subject to trial and acceptance.

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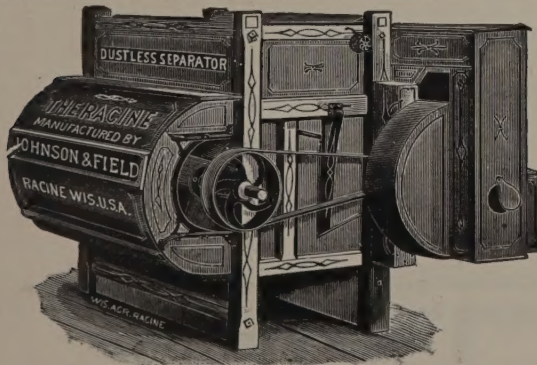
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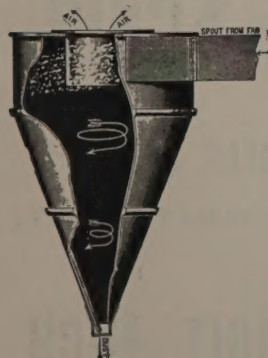
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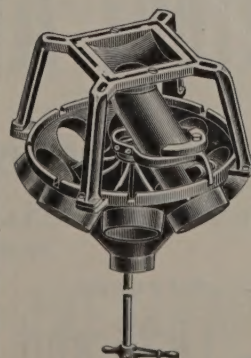
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MADE BY

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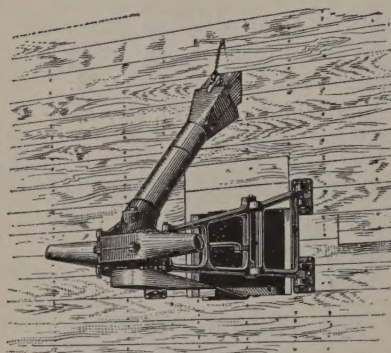
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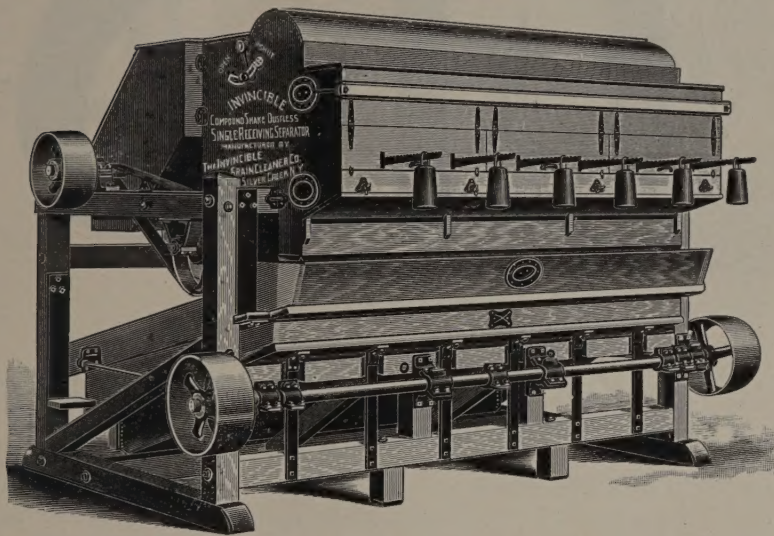
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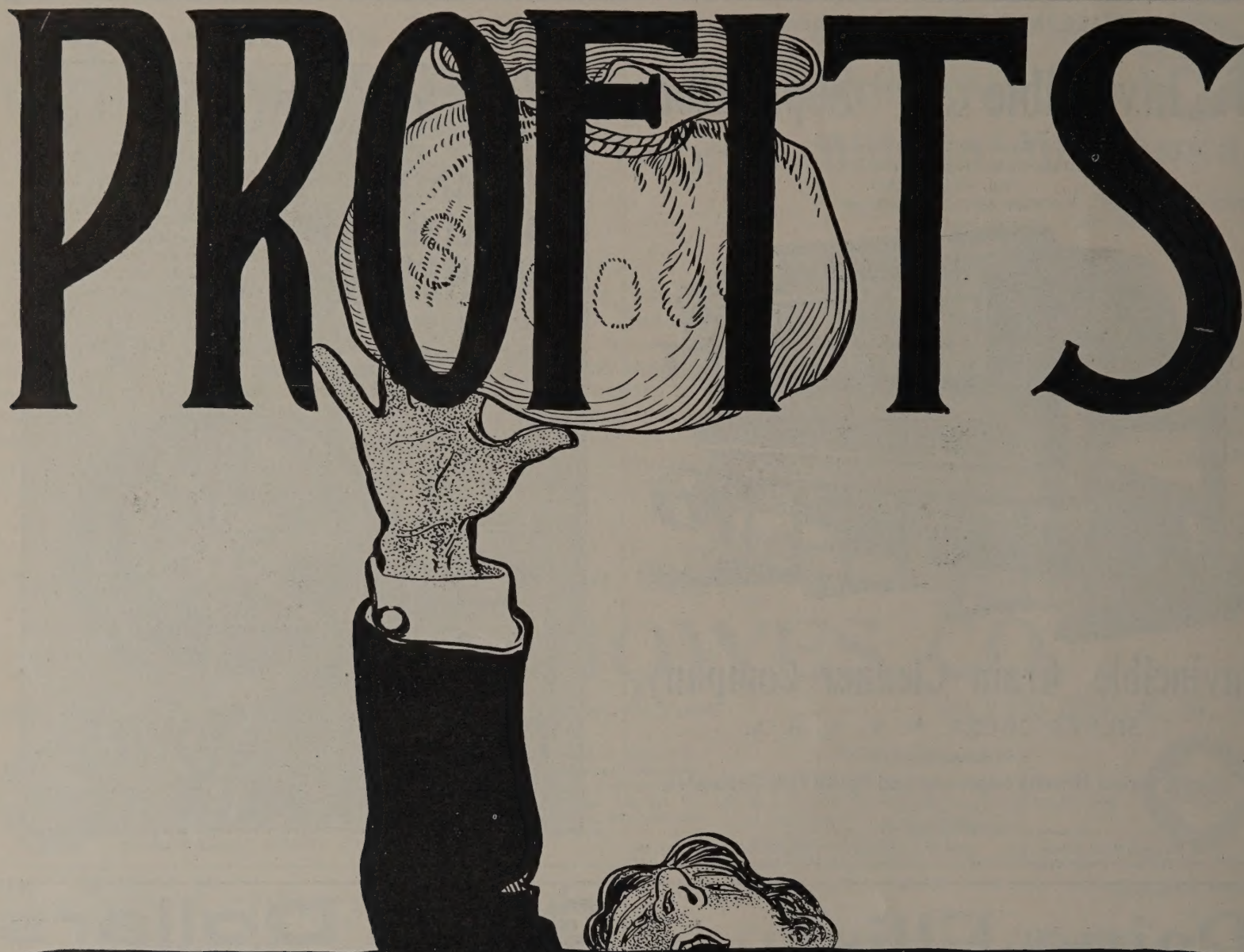
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